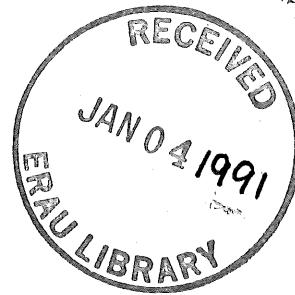


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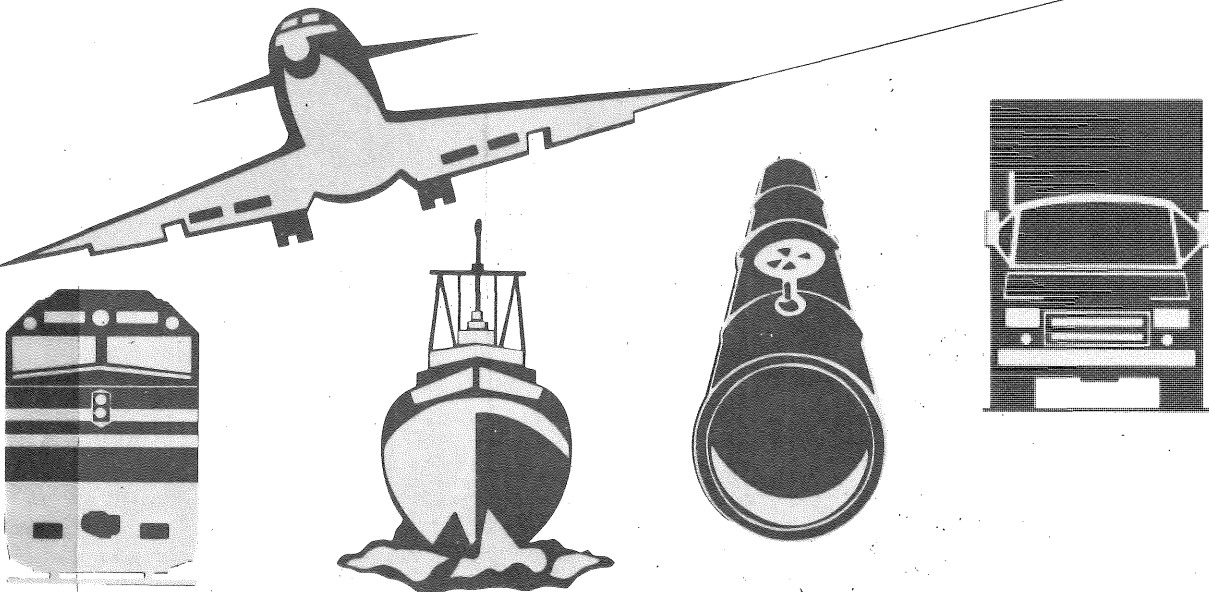
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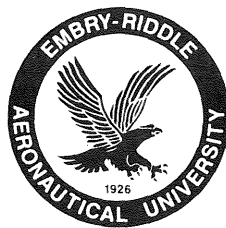
NATIONAL TRANSPORTATION SAFETY BOARD



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 11 OF 1988 ACCIDENTS





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15. Supplementary Notes			
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1988. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 2001 through 2200			
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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 11

CALENDAR YEAR 1988

File Order Listing - Issue No. 11, 1988

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2001	9092T	101688	CASTROVILLE, CA	CONTINENTAL	OH13H	NONE	48
2002	1441C	111988	CHINDO, CA	PIPER	PA-20	NONE	60
2003	2969A	051888	S. LAKE TAHOE, CA	CESSNA	180	NONE	32
2004	4898	052788	LA VERNE, CA	ENSTROM	F28A	NONE	34
2005	5594D	111188	CORNING, CA	BEECH	H35	NONE	52
2006	63212	111788	TOLEDO, OH	CESSNA	150M	NONE	258
2007	905PS	050188	WINCHESTER, VA	CESSNA	150J	NONE	358
2007	4996H	050188	WINCHESTER, VA	NORTH AMERIC	T-6G	NONE	360
2008	647MA	050788	MOLINE, IL	CESSNA	205	MINOR	124
2009	5318R	081788	CRANDON, WI	CESSNA	172F	SERIOUS	380
2010	28EF	111688	CHINOOK, MT	PIPER	PA-28-140	MINOR	184
2011	4782B	120488	WATKINS, CO	CESSNA	152	NONE	74
2012	743L	112788	CASPER, WY	PIPER	PA-18-150	NONE	384
2013	49209	121688	GREELEY, CO	CESSNA	152	NONE	78
2014	6122T	121788	BASIN, WY	CESSNA	150E	NONE	388
2015	6356D	120688	ENGLEWOOD, CO	CESSNA	172	NONE	76
2016	6843P	121888	PEYTON, CO	PIPER	PA-24-250	NONE	80
2017	1044Q	111488	CARLSBAD, NM	CESSNA	310H	SERIOUS	206
2018	10842	031988	WEATHERFORD, TX	CESSNA	150L	MINOR	324
2019	3110Q	121588	ARVADA, WY	PIPER	PA-28R-201	FATAL	386
2020	555KM	101988	OGDEN, UT	MICKELSON	MARK V	FATAL	354
2021	4713B	102688	REIDSVILLE, NC	CESSNA	152	NONE	190
2022	6046V	122388	GILBERTSVILLE, KY	BEECH	C23	MINOR	148
2023	732WC	110788	SHEPERDSVILLE, KY	CESSNA	T210M	MINOR	144
2024	64718	091488	HOPKINSVILLE, KY	PIPER	PA-60-602P	NONE	142

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File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2025	114FH	032988	ALLENTOWN, PA	BELL	206L	NONE	272
2026	8324V	070188	UNIONTOWN, AL	PIPER	PA-32	FATAL	2
2027	9396L	112488	NORTH VERNON, IN	GULFSTREAM	AA1A	FATAL	136
2028	2251F	122188	CEDAR KEY, FL	CESSNA	310L	FATAL	102
2029	120DL	082688	CHARLESTON, SC	BOEING	767	SERIOUS	298
2030	5268V	093088	MONROE, WI	CESSNA	210L	FATAL	382
2031	5700A	072688	NEILLSVILLE, WI	CESSNA	172	SERIOUS	378
2032	6969V	123088	PERDIDO, AL	MOONEY	M20F	NONE	10
2033	6818A	072788	CARBON, IN	CESSNA	172	NONE	130
2034	69008	110588	WINNSBORD, TX	CESSNA	152	SERIOUS	352
2035	6641E	112088	TRACY, CA	CESSNA	175	NONE	62
2036	4642S	061288	TRACY, CA	KERLIN	AVID FLYER	NONE	38
2037	50913	103088	LAKE ELSINORE, CA	KLOB-GORDON	TWIN-STAR	SERIOUS	50
2038	7YE	072388	HAWTHORNE, CA	FERRIS	VARI-EZE	MINOR	42
2039	9110T	093088	ROANOKE, VA	BEECH	B23	NONE	366
2040	2833M	091588	COVINGTON, TN	PIPER	PA-12	MINOR	304
2041	65790	081788	ADEL, GA	CESSNA	172	FATAL	104
2042	5816E	022888	OXFORD, IA	CESSNA	172N	FATAL	122
2043	2407L	110588	MC DONOUGH, GA	PIPER	PA-38-112	SERIOUS	108
2044	77458	100588	MONROE, GA	CESSNA	120	SERIOUS	106
2046	7826R	093088	N. LITTLE ROCK, AR	BEECH	D55	FATAL	12
2047	68001	113088	SALISBURY, NC	CESSNA	152	NONE	192
2048	6256F	111788	FREMONT, CA	CESSNA	172N	FATAL	56
2049	169WC	101488	HIXSON, TN	CAMERON	AIR COMMAN	FATAL	308
2050	9847E	101588	BENTON, TN	SCHWEIZER	SGU-2-22E	NONE	310

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2051	757YE	121888	CREVE COEUR, MO	CESSNA	152	NONE	182
2052	7317T	060888	CLEVELAND, TX	CESSNA	172A	MINOR	328
2053	552CS	111688	INYOKERN, CA	ENSTROM	F-28C	NONE	54
2054	8157Q	100288	TELL CITY, IN	CESSNA	310Q	SERIOUS	134
2055	5369L	123188	WRIGHTWOOD, CA	PIPER	PA-28-180	FATAL	72
2056	69RB	072588	COCOA BEACH, FL	PIPER	PA-60-700P	FATAL	98
2057	4657L	110488	CHANDLER, AZ	CESSNA	152	SERIOUS	20
2058	9110F	091688	COLUMBIA, CA	HUGHES	369HS	NONE	44
2059	704LB	121788	ROLLA, MO	CESSNA	150	MINOR	180
2060	4828E	082088	PADUCAH, KY	HILLER	UH-12A	SERIOUS	140
2061	7733H	121288	HANALEI, HI	HUGHES	369E	NONE	120
2062	89891	122688	CORONA, CA	CESSNA	140	NONE	68
2063	94825	121188	HALEIWA, HI	CESSNA	152	MINOR	118
2064	6113S	112188	PALO ALTO, CA	AIR AND SPAC	18A	NONE	64
2065	7229Z	102388	GLENDALE, AZ	PIPER	PA-25-235	SERIOUS	18
2066	36627	121888	PHOENIX, AZ	BELLANCA	7KCAB	NONE	22
2067	4306M	111988	VAN NUYS, CA	PIPER	PA-28R-201	MINOR	58
2068	506WW	100888	BRANSON, MO	HUGHES	500C	SERIOUS	178
2069	92388	120288	GRIFFIN, GA	CESSNA	172M	MINOR	110
2070	8949P	072088	LA GRANGE, TX	PIPER	PA-24-260	NONE	340
2071	666BK	061288	MICO, TX	LAKE	LA-4-200	NONE	332
2072	5701K	021888	LAKE CHARLES, LA	BEECH	S35	FATAL	150
2073	771RB	072288	SAYRE, OK	BEECH	V35B	MINOR	260
2074	76505	062188	CLIFTON, TX	CESSNA	140	NONE	334
2075	7831E	092588	BESSEMER CITY, NC	CESSNA	150	NONE	186

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2076	84889	060988	ROANOKE, TX	AERONCA	7AC	MINOR	330
2077	8979S	062588	TEMPLE, TX	CESSNA	150F	NONE	336
2078	47WJ	071588	PORT O'CONNOR, TX	BELL	47G2	NONE	338
2079	120G	120988	ALCOA, TN	AERO COMMAND	720	FATAL	316
2080	7484Y	100288	LA FOLLETTE, TN	PIPER	PA-30	FATAL	306
2081	761BU	031288	GREENE, NY	CESSNA	T210M	NONE	210
2082	3988E	071688	LIVINGSTON MNR, NY	AERONCA	S11BC	NONE	218
2083	8722M	032088	RUTLAND, VT	BEECH	23	MINOR	372
2084	352BT	032488	AGAWAM, MA	BELL	206B	MINOR	158
2085	109MD	010988	TEHACHAPI, CA	BURKHART GRO	G109B	FATAL	24
2086	8211P	103188	ALEXANDER CITY, AL	PIPER	PA-28-181	FATAL	6
2087	49142	081988	COATESVILLE, PA	CESSNA	152 II	NONE	282
2088	7772J	081888	WELLSVILLE, PA	BOEING	A75N1	NONE	280
2089	2568N	090388	PARKER CITY, PA	PIPER	PA-38-112	NONE	286
2090	2445N	082788	MANVILLE, NJ	PIPER	PA-38-112	NONE	202
2091	3613B	082188	ELMIRA, NY	SCHWEIZER	SGS-1-26E	SERIOUS	232
2092	47CS	091688	W.KINGSTON, RI	ROBINSON	R-22	NONE	294
2093	1840T	091088	GRISWOLD, CT	PIPER	PA-28-180	SERIOUS	90
2094	4518N	092688	ROSCOE, NY	GULFSTREAM A	AA-5B	MINOR	238
2095	94228	092588	MILLBROOK, NY	CESSNA	152	MINOR	236
2096	3099X	092488	BURLINGTON, CT	CESSNA	150	MINOR	92
2097	6387	120388	HANSON, MA	CESSNA	185	NONE	162
2098	2839X	092688	MACHIAS, ME	CESSNA	177	NONE	176
2099	2518T	122988	ALLENTOWN, PA	NAVION	NA-1	NONE	292
2100	739PE	100688	SANDSTON, VA	CESSNA	172	MINOR	368

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2101	9499F	082088	HAMPTON, IL	HUGHES	269B	FATAL	126
2102	2070Q	061188	CLINTON, MD	CESSNA	177RG	SERIOUS	164
2103	9575F	111488	MOHAWK, TN	HUGHES	269C	FATAL	314
2104	2995W	031788	HONOLULU, HI	BELL	206B	NONE	116
2105	7573N	011588	LOST HILLS, CA	CESSNA	T210N	FATAL	26
2106	97979	022888	BURLINGTON, VT	STINSON	108-1	NONE	370
2107	734ZM	110388	ROGERSVILLE, TN	CESSNA	172N	NONE	312
2108	26827	100188	RIDGELAND, SC	GRUMMAN	AA-5A	MINOR	300
2110	98980	080688	NOBLESVILLE, IN	CESSNA	310RII	NONE	132
2111	5164H	052788	LAIRDSVILLE, PA	CESSNA	172M	MINOR	274
2112	9997C	072488	STEVENSVILLE, MD	CESSNA	R182RG	FATAL	166
2113	28843	122988	AVALON, CA	PIPER	PA-28-161	MINOR	70
2114	757NM	021388	SENECA, AZ	CESSNA	152	FATAL	16
2115	59262	052988	KINGSTON, NY	LLOYD FEARY	VJ-22	NONE	216
2116	23FB	071688	LONE PINE, CA	CESSNA	185E	NONE	40
2117	573HA	051888	ANDERSON, CA	HILLER	UH-12E	NONE	30
2118	646JS	040488	BAKERSFIELD, CA	HILLER	UH-12D	NONE	28
2120	39071	051288	FARMINGDALE, NY	BELL	206B	MINOR	214
2121	51413	072588	PALMYRA, NY	CESSNA	150J	FATAL	222
2122	7094J	050188	LONG ISLAND CTY, NY	BELL	206B	FATAL	212
2123	3467R	012488	WAYNESBURG, PA	CESSNA	182L	FATAL	270
2125	320DB	070788	ATWOOD, KS	CESSNA	320	FATAL	138
2126	2875A	073088	MARGARETVILLE, NY	PIPER	PA-39-30	FATAL	226
2127	555GC	101688	WALLINGFORD, CT	BELL	206L-1	SERIOUS	94
2128	91036	110588	MONOGHAN, PA	CESSNA	207	FATAL	290

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2129	5337M	092488	ARDMORE, OK	NORD	1101	SERIOUS	264
2130	313B	012688	FRIONA, TX	BEECH	G35	NONE	318
2131	8721Z	022888	EAGLE LAKE, TX	CESSNA	P206D	MINOR	322
2132	634SA	021988	EL PASO, TX	AERO COMMAND	680	FATAL	320
2133	2282E	080188	XENIA, OH	CESSNA	172N	NONE	256
2134	9AG	110288	ELKO, NV	BEECH	65	FATAL	208
2136	4129Y	061888	LIVERMORE FALLS, ME	BELLANCA	7GCBC	FATAL	170
2137	262C	122488	BRIDGEPORT, CT	BEECH	A36	FATAL	96
2138	17ORA	092188	ALBANY, NY	DEHAVILLAND	DH-7-58C	SERIOUS	234
2139	1069Q	092588	FORT WORTH, TX	BELL	206L-1	NONE	342
2140	8349	101788	BRIDGEPORT, TX	PILATUS	B4PC11	MINOR	348
2141	99636	122188	OKLAHOMA CITY, OK	ERCOUPE	415C	FATAL	268
2142	2611	062788	HOUMA, LA	BELL	206L-1	NONE	152
2143	75217	110488	LAMESA, TX	PIPER	PA-25-235	FATAL	350
2144	1405F	052988	SHAFTSBURY, VT	LAKE	LA4-250	FATAL	374
2145	8402V	092988	CHURCHVILLE, NY	CALLAIR	A-9	SERIOUS	244
2146	9715W	072788	POCANTICO HILLS, NY	PIPER	PA-28-140	FATAL	224
2147	114FH	061788	SPRINGTOWN, PA	BELL HELICO	206L-1	FATAL	276
2148	6401N	032088	QUANTICO, VA	CESSNA	210N	FATAL	356
2149	14695	121288	ATHENS, GA	BELLANCA	17-30A	NONE	114
2150	3TV	120288	PINSON, AL	BELL	206B	NONE	8
2151	17223	100988	HATTERAS, NC	CESSNA	177B	MINOR	188
2152	33VX	072088	GOLDEN MEADOW, LA	DOUGLAS	DC-6A	FATAL	154
2153	271MA	111688	CHICAGO, IL	MITSUBISHI	MU-2B-60	FATAL	128
2154	91BB	101688	EDINBURG, TX	PIPER	PA-31-350	NONE	346

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2155	5577R	051388	GOLDEN, TX	CESSNA	172F	SERIOUS	326
2156	6064C	090988	GREENVILLE, ME	CESSNA	182RG	FATAL	174
2157	2502Z	080788	QUAKER STREET, NY	BELLANCA	8KCAB	SERIOUS	230
2158	7457E	093088	KIRKWOOD, NY	CESSNA	210	NONE	248
2159	169WS	080388	AUBURN-LEWISTON, ME	ERCOUPE	415C	NONE	172
2160	43610	092988	CARLTON CENTER, NY	PIPER	PA-28-151	NONE	240
2161	172RQ	082188	FREEPORT, PA	CESSNA	172P	NONE	284
2162	34BC	080788	STORMVILLE, NY	COCKS	STARDUSTER	MINOR	228
2163	90789	080588	ASHBURNHAM, MA	ROBINSON	R22	NONE	160
2164	94502	090188	WINDHAM, CT	CESSNA	152	SERIOUS	88
2165	8289T	092688	KEENE, NH	PIPER	PA-28-181	SERIOUS	196
2166	98305	092988	NEW YORK, NY	CESSNA	172P	MINOR	242
2167	74425	093088	SODUS BAY, NY	BELLANCA	14-13-2	NONE	246
2168	4715B	102688	MUSKOGEE, OK	CESSNA	152	NONE	266
2169	666GA	100988	WRIGHTSTOWN, NJ	AMERICAN	AA-5B	SERIOUS	204
2170	9431R	100988	RUTLAND, VT	CESSNA	U206G	SERIOUS	376
2171	2715A	100288	DERRY, NH	BEECH	V35A	SERIOUS	198
2172	3112Z	100188	MAYVILLE, NY	PIPER	PA-22-150	NONE	250
2173	33743	072488	SMOKETOWN, PA	PIPER	PA-28-140	NONE	278
2174	6310Q	071788	PRINCETON, NJ	MOONEY	M20F	NONE	200
2175	5033L	071688	CANDLEWOOD LAKE, CT	LAKE	LA-4-200	MINOR	84
2176	2542D	100688	NEW CASTLE, PA	PIPER	PA-38-112	MINOR	288
2177	1281T	090488	CHARLESTON, TN	PIPER	PA-28R-200	NONE	302
2178	2264U	082588	SALLISAW, OK	BRANTLY	B-2B	NONE	262
2179	51112	100788	NAVASOTA, TX	CESSNA	150	MINOR	344

File Order Listing - Issue No. 11, 1988

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2181	4691H	112888	OMAHA, NE	PIPER	PA-17	FATAL	194
2182	3478M	082788	POMFRET, CT	PIPER	PA-28R-201	FATAL	86
2183	8179C	100988	AKRON, NY	PIPER	PA-18-135	FATAL	252
2184	1357M	103188	CLARKSVILLE, AR	CESSNA	T210M	SERIOUS	14
2185	2710M	060788	CORONA, CA	PIPER	PA-34-200T	NONE	36
2186	465JR	071288	WALTERBORO, SC	BELL	TH-1L	SERIOUS	296
2187	2469M	021988	STRATFORD, CT	PIPER	PA-34-200T	FATAL	82
2188	58EE	120288	PETALUMA, CA	HITCHCOCK	JH-1	FATAL	66
2189	9261X	121088	OCALA, FL	CESSNA	182E	NONE	100
2190	704HT	071888	MASSENA, NY	CESSNA	150	NONE	220
2191	9946	092288	LATON, CA	SCHWEIZER	G-164A	NONE	46
2192	83109	112388	CHALMETTE, LA	BELL	206B	NONE	156
2193	1665A	080388	HARRISONBURG, VA	PIPER	PA-22-150	NONE	364
2194	98185	110988	DEANE, KY	PIPER	PA-28-140	SERIOUS	146
2196	6510N	100688	ALEXANDER CITY, AL	CESSNA	210N	FATAL	4
2197	202RH	061788	TAU, AM-SAMOA, OF	DEHAVILLAND	DHC-6-100	SERIOUS	254
2198	6699F	052888	PETERSBURG, VA	CESSNA	150F	FATAL	362
2199	7653D	100288	CUMBERLAND, MD	PIPER	PA-22-150	MINOR	168
2200	9107M	120588	VIDALIA, GA	CESSNA	182P	MINOR	112

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 11 OF 1988 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2026 7/01/88 UNIONTOWN,AL A/C Reg. No. N8324V Time (Lcl) - 0707 CDT

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

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

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

Make/Model - PIPER PA-32	Eng Make/Model - LYCOMING IO-540-K1G5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MOBILE,AL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	DECATUR,AL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3098
SE LAND,ME LAND	Months Since - 13	Make/Model- 194
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 286
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 33
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PIC OBTAINED WX BRIEF AT ABOUT 0430 REGARDING AN IFR FLT. FSS SPECIALIST INFORMED PIC THERE WERE THUNDERSTORMS ALONG THE ROUTE OF FLT & TO CALL FOR UPDATE JUST PRIOR TO TAKEOFF. WX BRIEF INDICATED FLT WOULD BE INTO AN UNSTABLE AIR MASS DUE TO A QUASAI STATIONERY COLD FRONT. ABOUT 30 MINUTES AFTER TAKEOFF, VFR, PIC CONTACTED ARTCC FOR IFR CLNC STATING THERE WAS WX AHEAD. CONTROLLER SAID TO EXPECT MODERATE RAIN & LIGHT CHOP. PIC DID NOT SEEK WX UPDATE REGARDING PREVIOUSLY REPORTED TSTMS. WX RADAR DEPICTED AREA OF HEAVY PRECIPITATION TWO MINUTES PRIOR TO THE LOSS OF RADAR CONTACT & IN THE SAME GEOGRAPHICAL LOCATION. RADAR SHOWED THAT TRACK & ALT OF ACFT WAS CONSISTENT FOR THE 6 MINUTES PRIOR TO LOSS OF CONTACT. ACFT BROKE APART IN FLT DUE TO DOWNWARD BENDING OF LEFT WING AND BOTH STABILATOR HALVES.

Brief of Accident (Continued)

File No. - 2026

7/01/88

UNIONTOWN,AL

A/C Reg. No. N8324V

Time (Lcl) - 0707 CDT

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

Finding(s)

1. IN FLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - THUNDERSTORM, LEVEL III
4. WING - OVERLOAD
5. WING - SEPARATION
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -
7. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2196 10/06/88 ALEXANDER CITY,AL A/C Reg. No. N6510N Time (Lcl) - 1925 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

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

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

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

Weather Data:

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/003 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CONCORD,NC
Destination
ALEXANDER CITY,AL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

THOMAS C RUSSELL FIELD
Runway Ident - 18
Runway Lth/Wid - 3500/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - C-210N

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

Total	- 740	Last 24 Hrs	- 5
Make/Model-	640	Last 30 Days-	10
Instrument-	UNK/NR	Last 90 Days-	10
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE CRASHED ABOUT 2 MI SHORT OF THE DESTINATION ARPT. WITNESSES REPORTED THAT IT IMPACTED NOSE DOWN AFTER CLEARING TREES; NO ENGINE SOUNDS WERE HEARD. ACCORDING TO RESCUE PERSONNEL, THE PLT INDICATED THAT THERE WERE NO ENGINE OR OTHER MECHANICAL FAILURES; HE INDICATED INSTEAD THAT HE HAD A PROBLEM W/ FUEL. THE PERSONNEL NOTED THAT THEY DIDN'T SMELL ANY FUEL ODOR OR OBSERVE ANY FUEL SPILLAGE AT THE SCENE. EXAM OF THE ACFT REVEALED ONLY TRACE AMOUNTS OF FUEL IN THE ACFT FUEL SYSTEM. NO EVIDENCE OF FUEL CONTAMINATION OR MECH MALFUNCTION WAS FOUND. THE PLT HAD DEPARTED THE ARPT EARLIER IN THE DAY W/ APPROX 64 GAL OF FUEL ON BOARD. TOTAL CAPACITY IS 89 GAL. NO EVIDENCE WAS FOUND TO INDICATE THAT ADDITIONAL FUEL WAS OBTAINED DURING SUBSEQUENT STOPS. INTERPOLATION OF ACFT PERFORMANCE CHARTS REVEALED THAT THE AIRPLANE HAD AN EXPECTED ENDURANCE OF ABOUT 4.7 HRS AT 65% PWR, WITH 64 GAL OF USABLE FUEL. THE ACTUAL ELAPSED FLT TIME SINCE REFUELING WAS ABOUT 5 HRS, BASED ON TACH TIME.

Brief of Accident (Continued)

File No. - 2196

10/06/88

ALEXANDER CITY,AL

A/C Reg. No. N6510N

Time (Lcl) - 1925 CDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. REFUELING - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - NOT ENGAGED
6. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

7. 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) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2086 10/31/88 ALEXANDER CITY,AL A/C Reg. No. N8211P Time (Lcl) - 1800 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
1
0

Injuries
Serious
0
0

Minor
0
0

None
0
0

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 090/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 1400 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VERO BEACH,FL
Destination
HUNTSVILLE,AL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - PA-32

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

Total - 760
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED EXPERIENCING AN ENGINE PROBLEM WHILE EN ROUTE TO HUNTSVILLE. RADAR AND RADIO CONTACT WERE LOST ABOUT 13 MILES SOUTH OF ALEXANDER CITY. WITHIN A FEW DAYS, A LANDING GEAR ASSEMBLY WAS LOCATED IN MARTIN LAKE. THE MARKINGS ON THE SKIN MATERIAL WERE CONSISTENT WITH RANDOM SERIAL NUMBER MARKING PROCEDURES USED BY PIPER DURING THE MANUFACTURING PROCESS. THIS DID NOT POSITIVELY IDENTIFY THE MISSING AIRPLANE. THE REMAINDER OF THE WRECKAGE AND THE PILOT WERE NOT LOCATED. THE PILOT IS PRESUMED DEAD.

Brief of Accident (Continued)

File No. - 2086

10/31/88

ALEXANDER CITY, AL

A/C Reg. No. N8211P

Time (Lcl) - 1800 CST

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, PARTIAL
2. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2150 12/02/88 PINSON,AL A/C Reg. No. N3TV Time (Lcl) - 1500 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
2
1

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

Make/Model - BELL 206B
Landing Gear - HIGH SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-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- 360/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BIRMINGHAM,AL
Destination
PINSON,AL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GILMER
Runway Ident - 36
Runway Lth/Wid - 2500/ 150
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - BH-206

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

Total	- 3644	Last 24 Hrs	- 1
Make/Model-	4	Last 30 Days-	UNK/NR
Instrument-	405	Last 90 Days-	11
Multi-Eng -	1902	Rotorcraft -	88

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TWO FAA INSPECTORS WERE CONDUCTING CURRENCY TRAINING WHEN THE HELICOPTER LANDED HARD DURING A PRACTICE POWER RECOVERY AUTOROTATION. THE PILOT HAD DELAYED IN APPLYING POWER AND COLLECTIVE PITCH. UPON CONTACT WITH THE GROUND, ALL ENGINE INSTRUMENTS INDICATED NORMAL OPERATION AND THE ENGINE RPM INDICATED IDLE POWER. THE PILOT FAILED TO MAINTAIN ADEQUATE ROTOR RPM. AFTER THE TOUCHDOWN, AN INSPECTION FAILED TO DISCLOSED ANY DAMAGE, BUT WHEN THE FLIGHT RETURNED TO BIRMINGHAM SUBSTANTIAL STRUCTURAL DAMAGE WAS NOTED IN THE RIGHT REAR SKID AREA.

Brief of Accident (Continued)

File No. - 2150

12/02/88

PINSON,AL

A/C Reg. No. N3TV

Time (Lc1) - 1500 CST

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

Finding(s)

1. LEVEL OFF - MISJUDGED - PILOT IN COMMAND
2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2032 12/30/88 PERDIDO,AL A/C Reg. No. N6969V Time (Lcl) - 1245 EST

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

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

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

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KISSIMMEE,FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	HATTIESBURG,MS	
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 1200 FT BROKEN	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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 382
SE LAND	Months Since - 19	Last 24 Hrs - 3
	Aircraft Type - PA-28	Make/Model- 27
		Last 30 Days- 16
		Instrument- 94
		Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DESCENDING TO 6000 FEET THE PILOT EXPERIENCED A COMPLETE LOSS OF ENGINE OIL SUPPLY. THE WINDSCREEN WAS COVERED WITH OIL AND THE PILOT HAD TO USE THE SIDE WINDOW TO GAIN FORWARD VISIBILITY. AFTER COMPLETING THE EMERGENCY LANDING CHECK THE ENGINE SEIZED. AN EMERGENCY LANDING AREA WAS SELECTED. THE AIRPLANE COLLIDED WITH A TREE ABOUT 10 FEET ABOVE THE GROUND. THE AIRPLANE CONTINUED ABOUT 200 FEET BEFORE COMING TO A STOP IN AN UPRIGHT POSITION. THE POST CRASH EXAMINATION INDICATED THAT THE PROPELLER ASSEMBLY HAD SEPARATED FROM THE ENGINE PROPELLER SHAFT. THE FRACTURE ANALYSIS OF THE BOLTS DISCLOSED THAT FOUR BOLTS FAILED IN FATIGUE. THE PROPELLER WAS OVERHAULED ABOUT 12 HOURS BEFORE THE MISHAP. THE OVERHAUL FACILITY REUSED THE OLD BOLTS AFTER MAGNA-FLUX AND PLATING. THE INSTALLATION TORQUE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2032

12/30/88

PERDIDO,AL

A/C Reg. No. N6969V

Time (Lc1) - 1245 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
2. PROPELLER SYSTEM/ACCESSORIES, PROP BLADE RETENTION - FATIGUE
3. PROPELLER SYSTEM/ACCESSORIES - SEPARATION
4. FLUID, OIL - LEAK

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - CONTAMINATION

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

Finding(s)

6. VISUAL LOOKOUT - REDUCED -
7. OBJECT - TREE(S)

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

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

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. - 2046 9/30/88 N. LITTLE ROCK, AR A/C Reg. No. N7826R Time (Lcl) - 2035 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BEECH D55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 130/005 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 400 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
FAYETTEVILLE, AR
Destination
N. LITTLE ROCK, AR

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/DME

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 - 26
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1715 Last 24 Hrs - UNK/NR
Make/Model- 134 Last 30 Days- 34
Instrument- 122 Last 90 Days- 125
Multi-Eng - 286

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD BEEN EXECUTING A VOR/DME RWY 35 INSTRUMENT APPROACH TO NORTH LITTLE ROCK MUNI (1M1). THE PIC CALLED "MISSED APPROACH" A SHORT TIME AFT HAVING BEEN CLRD TO EXECUTE THE INSTRUMENT APPRCH. APPRCH CONTROL ATTEMPTD TO PROVIDE INSTRUCTIONS TO THE PIC AFTER HEARING THE CALL, BUT NO REPLY WAS RCVD BY THEM. APPRCH CONTROL MADE OTHER ATTEMPTS, WHICH WERE UNSUCCESSFUL. SEVERAL WITNESSES STATED THAT THE ACFT WAS HEARD & OBSVRD FLYING AT A VERY LOW LEVEL, AT A FAST SPD IN A NORTHWESTERLY DIRECTION. THE NML MISSED APPRCH PROCEDURE RQRS THE PIC TO IMMEDIATELY CLMB AND COMPLT THE PUBSHD PROCEDURE. WX RPTD FOR THE APPRCH WAS BELOW THE (MDA) FOR THIS APPRCH. IFR WX HAD PRVLD IN THE AREA MOST OF THE DAY, WITH INTERMITTENT MODERATE TO LT RAIN. THE ACFT IMPACTED TREES AND TERRAIN IN A WINGS LVL ATTITUDE, 2.8 MI NORTHWEST OF THE APPRCH END OF RWY 35.

Brief of Accident (Continued)

File No. - 2046

9/30/88

N. LITTLE ROCK, AR

A/C Reg. No. N7826R

Time (Lcl) - 2035 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. OBJECT - TREE(S)
2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
3. MISSED APPROACH - IMPROPER - PILOT IN COMMAND
4. CLIMB - NOT PERFORMED - PILOT IN COMMAND
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
6. LIGHT CONDITION - DARK NIGHT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2184 10/31/88 CLARKSVILLE, AR A/C Reg. No. N1357M Time (Lc1) - 1430 CST

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

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

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

Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TSIO-520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CLARKSVILLE
Wind Dir/Speed- 360/003 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 13183
SE LAND, ME LAND	Months Since - 2	Make/Model- 450
	Aircraft Type - C-206	Instrument- 191
		Multi-Eng - 5123
		Last 24 Hrs - 1
		Last 30 Days- 15
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOK OFF ON A 4500 FT RUNWAY, RAISED THE LANDING GEAR, AND TURNED SOUTH AT APPROXIMATELY THE 2500 FT POINT. AIRCRAFT LOST ENGINE POWER. PILOT ATTEMPTED TO RETURN TO DEPARTURE RUNWAY. AIRCRAFT IMPACTED PRIOR TO REACHING THE RUNWAY. EXAMINATION OF THE ENGINE FAILED TO IDENTIFY ANY PROBLEMS WITH THE ENGINE. THE LEFT FUEL TANK HAD APPROXIMATELY 1 QUART OF FUEL. THE RIGHT FUEL TANK HAD AN UNDETERMINED QUANTITY OF FUEL. THE FUEL SELECTOR WAS ON THE RIGHT TANK. THE LANDING GEAR CONTROL HANDLE WAS FOUND IN THE DOWN POSITION. HOWEVER, THE LANDING GEAR WAS IN TRANSIT AT IMPACT. POST ACC INVEST REVEALED NO FUEL IN THE FUEL LINE, GASCOLATOR, OR FUEL MANIFOLD. THE ENG WAS TEST RUN AFTER THE ACC WITH NO ABNORMALITIES. THE PLTS SHOULDER HARNESS WAS FOUND FOLDED AND STOWED.

Brief of Accident (Continued)

File No. - 2184

10/31/88

CLARKSVILLE, AR

A/C Reg. No. N1357M

Time (Lc1) - 1430 CST

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. MANEUVER - IMPROPER - PILOT IN COMMAND
 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 5. GEAR EXTENSION - ATTEMPTED - PILOT IN COMMAND
 6. SHOULDER HARNESS - 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) 1,2

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. - 2114 2/13/88 SENECA,AZ A/C Reg. No. N757NM Time (Lcl) - 1330 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

1

Crew

1

Pass

Injuries

Serious

0

Minor

0

None

0

0

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

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

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

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/008 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MESA,AZ

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

Age - 25

Biennial Flight Review

Current - YES

Months Since - 0

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 484 Last 24 Hrs - UNK/NR

Make/Model- 11 Last 30 Days- UNK/NR

Instrument- 134 Last 90 Days- UNK/NR

Multi-Eng - 473

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RECENTLY CERTIFIED PILOT AND HIS PAX DEPARTED FOR A LOCAL PLEASURE FLIGHT. THE PILOT WAS AN AIR FORCE T-37 INSTRUCTOR PILOT BUT HAD JUST RECEIVED HIS SINGLE ENGINE LAND RATING ON 2/11/88. SEVERAL WITNESSES, INCLUDING A PILOT, REPORTED SEEING THE AIRCRAFT MANEUVERING AT LOW ALTITUDES IN RUGGED, MOUNTAINOUS TERRAIN. THE OPERATOR REPORTED THE AIRCRAFT OVERDUE. THE AIRCRAFT WAS FOUND IN A BOX CANYON. IT HAD CONTACTED A MESQUITE TREE AND TERRAIN AT A POINT WHERE A PILOT WOULD BE OBLIGATED TO REVERSE COURSE. THE EVIDENCE INDICATED THE ENGINE WAS DEVELOPING POWER AT IMPACT. NO SYSTEM MALFUNCTIONS WERE FOUND. THE PILOT HAD FLOWN ONLY JET AIRCRAFT IN THE AREA PRIOR TO THE ACCIDENT. RESCUE PERSONNEL DESCRIBED VARIABLE, GUSTY WINDS IN THE AREA.

Brief of Accident (Continued)

File No. - 2114

2/13/88

SENECA,AZ

A/C Reg. No. N757NM

Time (Lcl) - 1330 MST

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

Finding(s)

1. TERRAIN CONDITION - BOX CANYON
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. WEATHER CONDITION - TURBULENCE
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. CLEARANCE - MISJUDGED - PILOT IN COMMAND
9. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2065 10/23/88 GLENDALE, AZ A/C Reg. No. N7229Z Time (Lcl) - 0800 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	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	- PIPER PA-25-235	Eng Make/Model	- LYCOMING O-540	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	GLENDALE, AZ	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND, ME LAND	Months Since	- 12	- 15000
	Aircraft Type	- PA-25	Make/Model
			- 8000
			Instrument
			- UNK/NR
			Multi-Eng
			- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT THE PILOT REPORTED THAT THE RIGHT WING SUDDENLY WENT UP THEN DOWN. THE AIRPLANE ROLLED TO THE RIGHT AND COLLIDED WITH THE TERRAIN. INSPECTION OF THE AIRPLANE REVEALED THAT THE LIFT STRUT WAS BROKEN. EVIDENCE OF CORROSION WAS PRESENT AT THE BREAK ALONG WITH CORROSION NOTED THROUGHOUT THE AIRFRAME.

Brief of Accident (Continued)

File No. - 2065

10/23/88

GLENDAL, AZ

A/C Reg. No. N7229Z

Time (Lcl) - 0800 MST

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

Finding(s)

1. WING, BRACING STRUT - CORRODED
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - POOR - OTHER MAINTENANCE PSNL
 3. WING, BRACING STRUT - 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) 1,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2057 11/04/88 CHANDLER, AZ

A/C Reg. No. N4657L

Time (Lcl) - 0800 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew 0
NONE Pass 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-N2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/002 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 - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

PIMA MEMORIAL
Runway Ident - 12
Runway Lth/Wid - 8560/ 300
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 550 Last 24 Hrs - 5
Make/Model- UNK/NR Last 30 Days- 40
Instrument- UNK/NR Last 90 Days- 100
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LOST CONTROL AND COLLIDED WITH THE RUNWAY WHILE MANEUVERING FOR LANDING. THE PILOT AND PASSENGER WERE TESTING ATMOSPHERIC CONDITIONS WITH METEOROLOGICAL EQUIPMENT IN CONJUNCTION WITH NOISE TESTING OF A BOEING 707 "HUSH" KIT. THE CESSNA TOOKOFF HEADING SE. IT CLIMBED TO 800 FT AGL AND BEGAN DOING DESCENDING RIGHT-HAND TURNS OVER AN UNIDENTIFIED OBJECT ON THE GROUND. AFTER DESCENDING TO ABOUT 50 FT AGL, THE CESSNA CLIMBED TO ABOUT 100 FT AGL. AT THIS POINT THE PILOT ATTEMPTED TO ALIGN THE AIRCRAFT WITH THE RUNWAY. HEADING SE CROSSING OVER THE RUNWAY AT AN ANGLE, THE AIRCRAFT WAS TURNED LEFT TO BE ALIGNED WITH THE RUNWAY. DURING THE LEFT-HAND TURN THE AIRCRAFT STALLED AND ENTERED A LEFT-HAND SPIN. THE AIRCRAFT MADE 1/2 TO 3/4 REVOLUTION PRIOR TO MAKING CONTACT WITH THE GROUND. EXAMINATION OF THE AIRCRAFT DID NOT DISCLOSE ANY EVIDENCE OF MECHANICAL FAILURES OR MALFUNCTIONS. THE AIRCRAFT WAS BEING OPERATED IN AN OVERWEIGHT CONDITION.

Brief of Accident (Continued)

File No. - 2057

11/04/88

CHANDLER,AZ

A/C Reg. No. N4657L

Time (Lcl) - 0800 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. PLANNING-DECISION - POOR - PILOT IN COMMAND
 3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 4. PROPER ALIGNMENT - MISJUDGED - PILOT IN COMMAND
 5. ALTITUDE - IMPROPER - PILOT IN COMMAND
 6. MANEUVER - EXCESSIVE - PILOT IN COMMAND
 7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 8. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2066 12/18/88 PHOENIX, AZ A/C Reg. No. N36627 Time (Lcl) - 1548 MST

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

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

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

Make/Model	- BELLANCA 7KCAB	Eng Make/Model	- LYCOMING IO-320-E2A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1650	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	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	DEER VALLEY
Wind Dir/Speed	- 230/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 4.000 SM	Type of Flight Plan	- 25L
Lowest Sky/Clouds	- 18000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 8200/ 100
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status
			- DRY

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

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- UNK/NR	Total - 328
SE LAND	Months Since	- 5	Make/Model - 22
	Aircraft Type	- C-172P	Instrument - 3
			Last 24 Hrs - 3
			Last 30 Days - 7
			Last 90 Days - 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST CONTROL DURING THE LANDING ROLL AND COLLIDED WITH A FENCE. HE REPORTED THAT HE WAS COMPLETING HIS LANDING ROLL ON RUNWAY 25L, WHEN THE AIRCRAFT WAS BLOWN SIDEWAYS BY A GUST OF WIND. HE STATED THAT HE THEN APPLIED POWER TO AVOID A GROUND LOOP. WHEN POWER WAS APPLIED THE AIRCRAFT BECAME AIRBORNE AND FLEW DOWNWIND ACROSS RUNWAY 25R AND OVER AN AIRPORT BOUNDARY FENCE. THE AIRCRAFT COLLIDED WITH THE TOP OF THE FENCE AND THEN NOSED DOWN AND COLLIDED WITH A BUSH. THE AIRCRAFT CAME TO REST 150 FT NORTH OF THE AIRPORT FENCE. THE WINDS WERE REPORTED TO BE FROM 230 DEGREES AT 8 KNOTS. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2066

12/18/88

PHOENIX,AZ

A/C Reg. No. N36627

Time (Lc1) - 1548 MST

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(CFI)
 3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT 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) 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. - 2085 1/09/88 TEHACHAPI,CA A/C Reg. No. N109MD Time (Lcl) - 1345 PST

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

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

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

Make/Model - BURKHART GROB G109B	Eng Make/Model - GROB 2500E1	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1879	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 95 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TEHACHAPI,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 85.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - NO	Total - 22153
ME LAND	Months Since - 30	Last 24 Hrs - 1
GLIDER	Aircraft Type - UNK/NR	Make/Model- 460
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 23
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT AND HIS PASSENGER USED THE MOTORGLIDER'S POWERPLANT TO TAKEOFF AND CLIMB TO A MOUNTAIN RIDGE TO SOAR. UPON REACHING THE RIDGE TOP THE PILOT SHUT OFF THE POWERPLANT AND ENTERED SOARING FLIGHT. THE PASSENGER STATED THAT THE MOTORGLIDER DESCENDED INTO TREES AND THEN IMPACTED THE SNOW COVERED TERRAIN. HE SAID THAT THE PILOT DID NOT ATTEMPT TO RESTART THE POWERPLANT BEFORE COLLIDING WITH THE TREES. TOXICOLOGICAL TESTS ON THE PILOTS BLOOD AND URINE WERE CONDUCTED. THEY REVEALED 0.9 MCG/ML OF BROMPHENIRAMINE IN HIS URINE AND LOW CONCENTRATIONS OF PHENYLPROPANOLAMINE AND 6.0 MG/ML OF MARIJUANA METABOLITES IN HIS BLOOD. IN ADDITION, 62.0 MG/ML OF MARIJUANA METABOLITES WERE DETECTED IN HIS URINE.

Brief of Accident (Continued)

File No. - 2085

1/09/88

TEHACHAPI, CA

A/C Reg. No. N109MD

Time (Lcl) - 1345 PST

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

Finding(s)

1. OBJECT - TREE(S)
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. POWERPLANT - NOT ENGAGED
4. SHOULDER HARNESS - NOT USED - PILOT IN COMMAND
5. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - SNOW COVERED

-----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) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2105 1/15/88 LOST HILLS, CA A/C Reg. No. N7573N Time (Lcl) - 1825 PST

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

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

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

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LOST HILLS, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	STOCKTON, CA	LOST HILL/KERN CO
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3020/ 60
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 33	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 349
SE LAND	Months Since - 10	Make/Model- 144
	Aircraft Type - C-182	Instrument- 14
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 13
		Last 90 Days- 15
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ON A DARK NIGHT WITH LIGHT DRIZZLE FALLING THE PVT PLT, WHO WAS NOT INSTRUMENT RATED, DEPARTED FROM AN UNCONTROLLED ARPT FOR A X-C FLT. THE PLT MADE A DOWNWIND DEPARTURE, & HIS ALTITUDE ON THE X-WIND LEG WAS ESTIMATED BY A PASSING TRUCK DRIVER AT 200 FT AGL. THE ACFT THEN TURNED DOWNWIND & DESCENDED UNTIL IT COLLIDED WITH A LEVEL PLOWED FIELD DEVOID OF LIGHTS. PATCHY GROUND FOG WAS OBSERVED NORTH OF THE CRASH SITE IN THE DIRECTION THE PILOT WAS ATTEMPTING TO FLY. A FEW MIN PRIOR TO TAKING OFF THE PLT HAD RECEIVED AN ABBREVIATED WEATHER BRIEFING. THE FSS SPECIALIST INFORMED THE PLT MARGINAL WX CONDITIONS EXISTED & HE DID NOT RECOMMEND VFR FLIGHT.

Brief of Accident (Continued)

File No. - 2105

1/15/88

LOST HILLS, CA

A/C Reg. No. N7573N

Time (Lcl) - 1825 PST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
5. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

6. ALTITUDE - INADEQUATE - PILOT IN COMMAND
7. CLIMB - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2118 4/04/88 BAKERSFIELD, CA A/C Reg. No. N646JS Time (Lcl) - 1358 PDT

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

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

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

Make/Model - HILLER UH-12D	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	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HURON, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LANCASTER, CA	BAKERSFIELD MUNI
Wind Dir/Speed- 270/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3800 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8168
SE LAND, ME LAND	Months Since - 23	Make/Model- 85
HELICOPTER	Aircraft Type - BH-47	Instrument- 73
		Multi-Eng - 190
		Last 24 Hrs - 5
		Last 30 Days- 85
		Last 90 Days- 114
		Rotorcraft - 5323

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER ENCOUNTERED WEATHER WHILE ENROUTE TO ITS DEST AND DIVERTED TO AN ALTERNATE ARPT. IT OVERFLEW THE ALTERNATE AND, AFTER THE ENGINE FAILED FROM FUEL EXHAUSTION, CRASHED DURING AN AUTOROTATIVE FORCED LANDING.

Brief of Accident (Continued)

File No. - 2118

4/04/88

BAKERSFIELD,CA

A/C Reg. No. N646JS

Time (Lcl) - 1358 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. AUTOROTATION - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2117 5/18/88 ANDERSON,CA A/C Reg. No. N573HA Time (Lcl) - 1815 PDT

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

Type Operating Certificate-EXTERNAL LOAD

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

0

Pass

0

Injuries

Serious

0

Minor

0

None

1

0

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

Make/Model - HILLER UH-12E
Landing Gear - SKID
Max Gross Wt - 2800
No. of Seats - 3

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

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

Weather Data

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

Itinerary

Last Departure Point
YUBA CITY,CA
Destination
MOUNT HOOD,OR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 360/016 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA
HELICOPTER

Age - 23

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1800
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER RECEIVING INFORMATION OF EXISTING UNFAVORABLE WIND CONDITIONS AND THAT FUEL WAS NOT AVAILABLE AT THE PLANNED REFUELING POINT THE PILOT ELECTED TO CONTINUE THE FLIGHT WITHOUT REFUELING. AS HE DESCENDED ON APPROACHING HIS DESTINATION THE ENGINE FAILED DUE TO FUEL EXHAUSTION. THE PLT MADE A HARD AUTOROTATIVE LANDING.

Brief of Accident (Continued)

File No. - 2117

5/18/88

ANDERSON,CA

A/C Reg. No. N573HA

Time (Lc1) - 1815 PDT

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. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. AUTOROTATION - IMPROPER - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2003 5/18/88 S. LAKE TAHOE,CA A/C Reg. No. N2969A Time (Lcl) - 0620 PDT

-----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 -TAXI

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

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 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- 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
S. LAKE TAHOE,CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

S. LAKE TAHOE
Runway Ident - UNK/NR
Runway Lth/Wid - 8544/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 43
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST CONTROL AND DRAGGED A WING WHILE TAXIING. THE PILOT INDICATED THAT HE HAD JUST COMPLETED AN UNEVENTFUL LANDING AND WAS TAXIING TO PARKING. HE ALSO INDICATED THAT HE WAS TAXIING TOO FAST WHEN HE TURNED OFF THE RUNWAY AND THE WING DIPPED AND STRUCK THE GROUND. THE WINDS WERE REPORTED TO BE CALM AT THE TIME OF THE ACCIDENT. THE PLT DID NOT FILE AND ACC REPORT.

Brief of Accident (Continued)

File No. - 2003

5/18/88

S. LAKE TAHOE, CA

A/C Reg. No. N2969A

Time (Lc1) - 0620 PDT

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

Finding(s)

1. TAXISPEED - EXCESSIVE - PILOT IN COMMAND
 2. MANEUVER - IMPROPER - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2004 5/27/88 LA VERNE, CA A/C Reg. No. N4898 Time (Lcl) - 1130 PDT

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

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

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

Make/Model - ENSTROM F28A	Eng Make/Model - LYCOMING HIO-360-CIA	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 205 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BRACKETT FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 2300 FT BROKEN	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1260
	Months Since - 18	Last 24 Hrs - 5
HELICOPTER	Aircraft Type - H-269C	Make/Model- 150
		Last 30 Days- 100
		Instrument- 0
		Last 90 Days- 250
		Rotorcraft - 1260

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER LANDED HARD DURING A PRACTICE TOUCHDOWN AUTOROTATION (AUTO). THE HELO REMAINED IN CLOSED TRAFFIC FOR THE PURPOSE OF PRACTICING TOUCHDOWN AUTOS TO A LANDING AREA ADJACENT TO THE APRT'S RWY. THERE WAS ALSO ANOTHER HELO IN CLOSED TRAFFIC USING THE LANDING AREA FOR THE SAME PURPOSE. THE OTHER HELO WAS LANDING LONG IN THE AREA ALLOWING THE ACCIDENT HELO TO USE THE FIRST HALF. THE PVT PLT INITIATED THE AUTO. THE CFI THEN TOOK COMMAND OF THE HELO BECAUSE HE FELT THEY WOULD NOT CLEAR A PERIMETER FENCE LOCATED SHORT OF THE INTENDED TOUCHDOWN POINT. THE CFI THEN APPLIED COLLECTIVE PITCH TO EXTEND THE GLIDE OVER THE FENCE. THE PRIVATE PLT INDICATED THAT THE ROTOR RPM WAS DEPLETED AND THE CFI DID NOT FLARE THE HELO SUFFICIENTLY TO REGAIN ROTOR RPM OR DECREASE THE GROUND SPEED. THE HELO LANDED HARD AND BOUNCED. NEITHER THE PRIVATE PLT NOR THE CFI REPORTED ANY MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2004

5/27/88

LA VERNE, CA

A/C Reg. No. N4898

Time (Lc1) - 1130 PDT

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

Finding(s)

1. AUTOROTATION - PREMATURE - DUAL STUDENT
 2. OBJECT - FENCE
 3. PROPER GLIDEPATH - MISJUDGED - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 5. COLLECTIVE - IMPROPER - PILOT IN COMMAND(CFI)
 6. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 7. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

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. - 2185 6/07/88 CORONA, CA A/C Reg. No. N2710M Time (Lcl) - 1330 PDT

-----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 - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TSIO-360E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CORONA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CORONA
Wind Dir/Speed- 210/007 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 13.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1550
SE LAND,ME LAND.	Months Since - 8	Last 24 Hrs - 4
	Aircraft Type - PA-44	Make/Model- 35
		Instrument- 113
		Last 30 Days- 80
		Last 90 Days- 250
		Multi-Eng - 240

Instrument Rating(s) - AIRPLANE

-----Narrative-----

COMPANY MAINTENANCE PERSONNEL HAD REPLACED THE NOSE LANDING GEAR ASSY AND HAD CONDUCTED RETRACTION TESTS PRIOR TO RELEASING THE ACFT FOR FLT. AFTER TAKEOFF THE LNDG GEAR WAS RETRACTED AND THE FLT WAS CONDUCTED WITHOUT INCIDENT UNTIL, UPON ENTERING THE TRAFFIC PATTERN FOR LANDING, THE NOSE GEAR FAILED TO EXTEND. THE INSTRUCTOR PILOT ELECTED TO LAND WITH THE MAIN LANDING GEARS ONLY EXTENDED. THE LEFT ENGINE AND PROPELLER WERE SECURED WHILE ON FINAL APPROACH FOR THE LANDING. THE ACFT TOUCHED DOWN ON THE MAIN LANDING GEARS. AS THE ACFT SLOWED DURING THE LNDG ROLL THE NOSE PITCHED DOWN AND THE RIGHT PROPELLER IMPACTED THE GROUND. THE PROPELLER SEPARATED FROM THE ACFT ON GROUND IMPACT AND STRUCK THE RIGHT MAIN LANDING GEAR. THE RIGHT LANDING GEAR WAS SEVERED FROM THE ACFT AND THE ACFT SLID TO A STOP.

Brief of Accident (Continued)

File No. - 2185

6/07/88

CORONA,CA

A/C Reg. No. N2710M

Time (Lc1) - 1330 PDT

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

Finding(s)
1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - BINDING(MECHANICAL)
2. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
3. LANDING GEAR,NOSE GEAR ASSEMBLY - INOPERATIVE

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2036

6/12/88

TRACY,CA

A/C Reg. No. N4642S

Time (Lcl) - 0700 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - KERLIN AVID FLYER
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 850
No. of Seats - 2

Eng Make/Model - CUYUNA 430-RR
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 43 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 - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TRACY,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 - DRY

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

Pilot-In-Command

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

Age - 67

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 880	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL HIGH SPEED TAXI TEST, THE AIRPLANE BECAME AIRBORNE. SHORTLY AFTER TAKEOFF THE ENGINE QUIT. THE AIRPLANE WAS LANDED STRAIGHT AHEAD IN AN OPEN FIELD. DURING THE LANDING ROLL, THE AIRPLANE NOSED OVER. THE PILOT DID NOT REPORT ANY MECHANICAL FAILURES OR MALFUNCTIONS OF THE ENGINE. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 2036

6/12/88

TRACY, CA

A/C Reg. No. N4642S

Time (Lc1) - 0700 PDT

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

Finding(s)

1. MAINTENANCE, INSTALLATION - INADEQUATE - MANUFACTURER
 2. INADEQUATE CERTIFICATION/APPROVAL, AIRCRAFT - MANUFACTURER
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2116 7/16/88 LONE PINE, CA A/C Reg. No. N23FB Time (Lcl) - 1300 PDT

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

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

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

Make/Model - CESSNA 185E	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	CORONA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LONE PINE, CA	MONACHE MEADOWS
Wind Dir/Speed- 140/003 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1600 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
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 - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1000
SE LAND	Months Since - 15	Make/Model- 90
	Aircraft Type - C-152	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 18
		Last 90 Days- 33
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPTD THAT THE ENGINE CYLINDER TEMPERATURE WAS VERY HIGH AS HE CROSSED MOUNTAINOUS TERRAIN. HE ELECTED TO MAKE A DOWNWIND PRECAUTIONARY LANDING TO A SHORT AIRSTRIP WITH A HIGH DENSITY ALTITUDE. THE ACFT TOUCHED DOWN BEYOND THE NORMAL TOUCHDOWN ZONE, OVERRAN THE RUNWAY, AND NOSED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 2116

7/16/88

LONE PINE, CA

A/C Reg. No. N23FB

Time (Lc1) - 1300 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH TERRAIN
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
6. WEATHER CONDITION - TAILWIND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
8. WEATHER CONDITION - HIGH DENSITY ALTITUDE

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) 5,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2038 7/23/88 HAWTHORNE, CA A/C Reg. No. N7YE Time (Lcl) - 1400 PDT

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

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

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

Make/Model	- FERRIS VARI-EZE	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/012 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 2500 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 SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data HAWTHORNE</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 4956/ 100</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 448
SE LAND	Months Since - 10	Make/Model- 116
	Aircraft Type - C-152	Instrument- 28
		Last 24 Hrs - 3
		Last 30 Days- 6
		Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL FLIGHT, WHILE ON FINAL APPROACH, THE PILOT REPORTED THAT A GUST OF WIND FROM THE RIGHT RAISED THE RIGHT WING RESULTING IN THE LEFT WING CONTACTING THE RUNWAY. THE PILOT LOST CONTROL OF THE AIRPLANE WHICH NOSED OVER DURING THE LANDING ROLL. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2038

7/23/88

HAWTHORNE, CA

A/C Reg. No. N7YE

Time (Lcl) - 1400 PDT

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

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

-----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. - 2058

9/16/88

COLUMBIA, CA

A/C Reg. No. N9110F

Time (Lcl) - 1045 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - HUGHES 369HS

Landing Gear - SKID

Max Gross Wt - 2550

No. of Seats - 4

Eng Make/Model - ALLISON 250-C20

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 278 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/005 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLUMBIA, CA

Destination

AMER. CAMP, CA

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

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)

COMMERCIAL

SE LAND

HELICOPTER

Age - 32

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - H-369HS

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3456

Make/Model- 317

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- 57

Last 90 Days- 264

Rotorcraft - 2520

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN EXTERNAL LOAD OPERATION, THERE WAS AN INDICATION OF HIGH TORQUE AND THE OIL CHIP LIGHT ILLUMINATED. THE ENGINE LOST POWER AND THE PILOT INITIATED AN AUTOROTATION. THE HELICOPTER COLLIDED WITH THE SLOPING TERRAIN AND ROLLED OVER. INSPECTION OF THE ENGINE REVEALED THAT THE NUMBER SIX AND SEVEN OIL SCREENS WERE IMPROPERLY INSTALLED RESTRICTING THE FLOW OF OIL. THE ENTIRE ENGINE EXHIBITED SIGNS OF LACK OF LUBRICATION AND EXCESSIVE TEMPERATURES.

Brief of Accident (Continued)

File No. - 2058

9/16/88

COLUMBIA,CA

A/C Reg. No. N9110F

Time (Lcl) - 1045 PDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL FILTER/SCREEN - BLOCKED(PARTIAL)
2. MAINTENANCE,SERVICE OF AIRCRAFT - POOR - OTHER MAINTENANCE PSNL
3. FLUID,OIL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - ATTEMPTED -
5. LOAD JETTISON - DELAYED - PILOT IN COMMAND
6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2191 9/22/88 LATON, CA A/C Reg. No. N9946 Time (Lcl) - 1210 PDT

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

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

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

Make/Model	- SCHWEIZER G-164A	Eng Make/Model	- P&W R-985	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6075	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- 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;">HUGHES AG STRIP, CA</p> <p>Destination</p> <p style="padding-left: 20px;">TRAYER, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 23000
SE LAND	Months Since - 17	Make/Model- 5500
	Aircraft Type - B-35	Instrument- 109
		Last 24 Hrs - 5
		Last 30 Days- 101
		Last 90 Days- 302

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS PLT FLARED FOR SWATH RUN ELEV CONTROL WAS LOST. ACFT CONTACTED TERRAIN AND NOSED OVER. INVESTIGATION REVEALED CORROSION AND SEPARATION BETWEEN ELEVATOR TORQUE TUBE AND END FITTING IN AREA SUBJECTED TO INSPECTION. THE ACFT MAINTENANCE RECORDS INDICATE THAT A REQUIRED RUDDER CABLE INSPECTION HAD BEEN ACCOMPLISHED ON FOUR OCCASIONS AFTER THE ANNUAL INSPECTION. THE ELEVATOR TORQUE TUBE AND WALKING-BELLCRANK WOULD HAVE BEEN EXPOSED DURING THOSE INSPECTIONS. THE CORROSION IN THE FITTING PUSH-PULL CONTROL TUBE WOULD HAVE BEEN DETECTABLE BY VISUAL INSPECTION.

Brief of Accident (Continued)

File No. - 2191

9/22/88

LATON,CA

A/C Reg. No. N9946

Time (Lcl) - 1210 PDT

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

Finding(s)

1. FLT CONTROL SYST, ELEVATOR CONTROL CABLE/ROD - CORRODED
 2. FLT CONTROL SYST,ELEVATOR CONTROL - SEPARATION
 3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
-

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) 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. - 2001 10/16/88 CASTROVILLE, CA A/C Reg. No. N9092T Time (Lcl) - 1000 PDT

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

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

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

Make/Model - CONTINENTAL COPTERS OH13H	Eng Make/Model - LYCOMING VO-435-A1D	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 250 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CASTROVILLE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 130/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5000
SE LAND	Months Since - 2	Make/Model- 2000
HELICOPTER	Aircraft Type - BH-47G4	Instrument- UNK/NR
		Multi-Eng - 10
		Last 24 Hrs - 3
		Last 30 Days- 31
		Last 90 Days- 102
		Rotorcraft - 3500

Instrument Rating(s) - NONE

-----Narrative-----

DURING AERIAL APPLICATION BY HELICOPTER, ENGINE POWER WAS LOST. PLT MANEUVERED TO AVOID POWER LINES
DURING AUTOROTATION, RESULTING IN HARD LNDG. INVESTIGATION REVEALED FAILURE OF ACCESSORY DRIVE TO MAGNETOS.

Brief of Accident (Continued)

File No. - 2001

10/16/88

CASTROVILLE,CA

A/C Reg. No. N9092T

Time (Lcl) - 1000 PDT

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

Finding(s)

1. ACCESSORY DRIVE ASSY,DRIVE GEAR - DISINTEGRATED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING

Finding(s)

2. OBJECT - WIRE,TRANSMISSION
3. AUTOROTATION - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2037 10/30/88 LAKE ELSINORE, CA A/C Reg. No. N50913 Time (Lcl) - 1110 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	1	0	0
Pass	0	1	0	0

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

Make/Model - KLOB-GORDON TWIN-STAR
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - ROTEX 503
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 48 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 - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKE ELSINORE, 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

SKYLARK
Runway Ident - 29
Runway Lth/Wid - 2800/ 60
Runway Surface - DIRT
Runway Status - ROUGH

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

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 58
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Instrument- 1
Last 30 Days- 10
Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE FLIGHT, THE PILOT REDUCED THE ENGINE POWER TO TALK TO THE PASSENGER. WHEN THE PILOT APPLIED POWER, THE ENGINE DID NOT RESPOND. THE AIRPLANE WAS GLIDED TO A NEARBY AIRPORT; HOWEVER, THE AIRPLANE LANDED SHORT. THE PILOT VERBALLY REPORTED THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS. THE CONDITIONS WERE CONDUCIVE FOR CARBURETOR ICE DURING ENGINE IDLE OPERATIONS.

Brief of Accident (Continued)

File No. - 2037

10/30/88

LAKE ELSINORE, CA

A/C Reg. No. N50913

Time (Lc1) - 1110 PST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
 5. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2005 11/11/88 CORNING, CA A/C Reg. No. N5594D Time (Lcl) - 1930 PST

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

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

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

Make/Model - BEECH H35	Eng Make/Model - CONTINENTAL O-470-G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 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	RED BLUFF, CA	CORNING
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 50
Lowest Sky/Clouds - 5500 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 12000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 730
SE LAND, ME LAND	Months Since - 2	Make/Model- 50
	Aircraft Type - UNK/NR	Instrument- 66
		Multi-Eng - 30
		Last 24 Hrs - 2
		Last 30 Days- 60
		Last 90 Days- 180

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT ORIGINATED AT HAYWARD, CA, WITH A STOP AT SAN CARLOS, CA AND CORNING, CA. THE PLT'S DESTINATION WAS THE RED BLUFF ARPT (RBL). THE PLT REPORTED THAT WHEN HE DEPARTED HAYWARD BOTH MAIN FUEL TANKS WERE FULL. HE FLEW TO SAN CARLOS WHERE HE PICKED UP THREE PAX AND THEN FLEW TO CORNING. THE PLT STATED THAT HE FLEW FOR A TOTAL OF 1.2 HOURS BEFORE LANDING AT CORNING. THE PLT STATED THAT HE DID NOT VISUALLY CHECK THE FUEL TANKS PRIOR TO DEARTURE FROM CORNING. THE PLT TOOKOFF USING THE RIGHT MAIN FUEL TANK. THE ENGINE LOST POWER JUST AFTER TAKEOFF AND THE ACFT CRASHED. EXAM OF THE FUEL TANKS DISCLOSED NO EVIDENCE OF FUEL IN THE RIGHT MAIN FUEL TANK. THERE WERE ABOUT 14 GALS FOUND IN THE LEFT MAIN TANK AND ABOUT 5 GALS IN THE LEFT AUX TANK. AT THE TIME OF THE EXAM THERE WAS NO EVIDENCE OF FUEL LEAKAGE OF THE FUEL TANKS OR IN THE ENG AREA. IF THE RIGHT MAIN TANK IS SELECTED, THE AMOUNT OF FUEL BURNED IN ADDITION TO THE FUEL USED BY THE FUEL INJECTION SYST (ABOUT 10 GPH) WILL BE REMOVED FROM RGHT TNK. THE EXCESS FUEL WILL BE RET TO THE LFT MAIN TANK ONLY.

Brief of Accident (Continued)

File No. - 2005

11/11/88

CORNING, CA

A/C Reg. No. N5594D

Time (Lc1) - 1930 PST

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. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(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) 1,2,4

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. - 2053 11/16/88 INYOKERN,CA A/C Reg. No. N552CS Time (Lcl) - 1315 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew
Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

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

Make/Model - ENSTROM F-28C
Landing Gear - SKID
Max Gross Wt - 1950
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-E1AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 205 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/015 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
INYOKERN,CA
Destination
BAKERSFIELD,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 48
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2500
Make/Model- 100
Instrument- UNK/NR
Multi-Eng - 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 2000

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT, "I LANDED IN AN OPEN UNPOPULATED AREA FOR THE MECHANIC ... TO MAKE ADJUSTMENTS ON THE MAIN BLADE (WE WERE TRACKING AND BALANCING THE BLADES). I NEVER SHUT THE ENGINE DOWN. I DISENGAGED THE CLUTCH. AFTER THE ADJUSTMENT WAS MADE, I ENGAGED THE CLUTCH AND BROUGHT IT UP TO FULL POWER WITH ALL THE CHECKS BEFORE LIFTING OFF. EVERYTHING CHECKED OUT OK. I HAD LANDED INTO THE WIND AND DEPARTED INTO THE WIND. ABOUT 25-30 FEET HIGH THE HELICOPTER SOUNDED LIKE IT WAS LOSING POWER AND VIBRATION WAS FELT. A QUICK LOOK REVEALED LOSS OF BOTH TACHS (TACHOMETERS) OF ROTOR AND ENGINE. I LOWERED THE COLLECTIVE AND ADDED MORE POWER WITH NO EFFECT. UPON LANDING THE HELICOPTER ROLLED OVER ON ITS LEFT SIDE. NO CONTROLS WERE EFFECTIVE DUE TO LOSS OF (ENGINE/ROTOR) RPMS." THE HELICOPTER HAD BEEN MOVED PRIOR TO OFFICIALS ARRIVING ON SCENE. LATER INSPECTION REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE OF ANY SYSTEM.

Brief of Accident (Continued)

File No. - 2053

11/16/88

INYOKERN,CA

A/C Reg. No. N552CS

Time (Lc1) - 1315 PST

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

Finding(s)

1. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2048 11/17/88 FREMONT, CA A/C Reg. No. N6256F Time (Lcl) - 0058 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

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

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAN JOSE, CA

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 - VFR

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 130

Make/Model- 31

Instrument- 3

Multi-Eng - 0

Last 24 Hrs - 0

Last 30 Days- 25

Last 90 Days- 45

Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE NEWLY CERTIFICATED PRIVATE PLT REPORTEDLY WAS EMOTIONALLY DISTURBED ABOUT HIS EMPLOYMENT & PERSONAL LIFE SITUATION. HE LOVED FLYING & FLEW TO RELEASE ANXIETY. NEAR MIDNIGHT THE PLT DEPARTED FOR A SHORT X-C FLIGHT DURING WHICH HE BECAME DISORIENTED. THE PLT REQUESTED & RECEIVED RADAR VECTORS BACK TO HIS DEPARTURE AIRPORT. CONTROLLERS SAID THAT THE PILOT SOUNDED IRRATIONAL AND THEY OBSERVED THE ACFT FAIL TO HOLD HEADING & ALTITUDE. THE ACFT ENTERED A RAPID DESCENT AND COLLIDED WITH THE GROUND, COMING TO REST IN A NEAR VERTICAL NOSEDOWN PITCH ATTITUDE. ON THE PILOT'S APPLICATION FOR A MEDICAL CERTIFICATE HE HAD DENIED ANY RECORD OF TRAFFIC CONVICTIONS. HOWEVER, AT THE TIME OF HIS APPLICATION HE WAS ON PROBATION & HAD A HISTORY OF CONVICTIONS FOR DRUNK DRIVING. THE TOX REPORT INDICATED THAT THE PILOT'S VITREOUS FLUID ETHANOL LEVEL WAS 0.23 PERCENT.

Brief of Accident (Continued)

File No. - 2048

11/17/88

FREMONT, CA

A/C Reg. No. N6256F

Time (Lcl) - 0058 PST

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - FAA(ORGANIZATION)
4. INADEQUATE SUBSTANTIATION PROCESS, INADEQUATE METHOD OF COMPLIANCE DTRMTN RCRDKPNG - FAA(ORGANIZATION)
5. ANXIETY/APPREHENSION - 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) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2067 11/19/88 VAN NUYS,CA A/C Reg. No. N4306M Time (Lcl) - 1530 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

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

Make/Model - PIPER PA-28R-201T	Eng Make/Model - CONTINENTAL TS10-360-FB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	OXNARD,CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	VAN NUYS
Wind Dir/Speed- 160/008 KTS	ATC/Airspace	Runway Ident - 16R
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8001/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 832
SE LAND	Months Since - 19	Make/Model- 8
	Aircraft Type - C-172RG	Instrument- 258
		Multi-Eng - 4
		Last 24 Hrs - 0
		Last 30 Days- 4
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LOST CONTROL OF THE AIRCRAFT WHILE DESCENDING FOR LANDING AND COLLIDED WITH A POLE. THE PILOT STATED THAT HE WAS CLEARED TO LAND BEHIND A KING AIR, ON RUNWAY 16R. THE PILOT STATED THAT ABOUT THE TIME HE DESCENDED TO 50 FEET AGL, NEAR THE THRESHOLD, HE ENTERED AN UNCONTROLLED RIGHT BANK, WHICH TURNED HIM 90 DEGREES TO THE LANDING RUNWAY AND HE STRUCK A POLE. THE ACFT THEN COLLIDED WITH THE GROUND OFF THE RUNWAY AND SLID INTO A CHAIN LINK FENCE. IT IS UNKNOWN WHERE THE KING AIR TOUCHED DOWN, BUT THE PILOT STATED THAT THE KING AIR'S APPROACH LOOKED STEEP (GREATER THAN A 3 DEGREE GLIDE SLOPE). THE PILOT STATED THAT HE MADE A NORMAL APPROACH AND TRIED TO TOUCH DOWN ON THE THRESHOLD. A WITNESS REPORTED THAT THE PIPER WAS ONLY A FEW SECONDS BEHIND THE LANDING KING AIR. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS OF THE AIRPLANE.

Brief of Accident (Continued)

File No. - 2067

11/19/88

VAN NUYS,CA

A/C Reg. No. N4306M

Time (Lcl) - 1530 PST

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

Finding(s)

1. WAKE TURBULENCE - NOT UNDERSTOOD - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - POLE
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2002 11/19/88 CHINO, CA A/C Reg. No. N1441C Time (Lcl) - 1030 PST

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

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

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

Make/Model - PIPER PA-20	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHINO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 26
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3856/ 150
Lowest Sky/Clouds - 20000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 2700
SE LAND,ME LAND	Months Since - 1	Make/Model- 10
	Aircraft Type - C-172	Instrument- 145
		Multi-Eng - 500
		Last 24 Hrs - UNK/NR
		Last 30 Days- 30
		Last 90 Days- 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT DURING THE LANDING ROLL AND GROUND LOOPED. THE FLIGHT INSTRUCTOR REPORTED THAT THIS WAS THE FIRST LANDING OF THE DAY AND THAT THEY WERE STAYING IN THE TRAFFIC PATTERN TO PRACTICE TOUCH AND GO LANDINGS ON RWY 26. THE PLT STATED THAT THE TOUCHDOWN AND LANDING WAS STRAIGHT, BUT DURING THE LANDING ROLL THE PLANE STARTED A TURN TO THE LEFT FOLLOWED BY A SHARP TURN TO THE RIGHT. SHE ATTEMPTED TO ADD POWER TO CORRECT, BUT THE ACFT WAS HEADING TOWARDS A CESSNA IN POSITION ON RWY 21 INTERSECTION. THEY CROSSED THE GRASS BETWEEN THE RWYS AND PRIOR TO REACHING RWY 21 THE LEFT GEAR COLLAPSED. INSPECTION REVEALED THE TAILWHEEL STEERING ASSEMBLY DETENT PIN HAD SEPARATED.

Brief of Accident (Continued)

File No. - 2002

11/19/88

CHINO, CA

A/C Reg. No. N1441C

Time (Lcl) - 1030 PST

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

Finding(s)

1. LANDING GEAR, STEERING SYSTEM - DISCONNECTED

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

Finding(s)

2. TERRAIN CONDITION - BERM

----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. - 2035

11/20/88

TRACY, CA

A/C Reg. No. N6641E

Time (Lcl) - 1430 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	0

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

Fire
NONE

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

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

Eng Make/Model - CONTINENTAL GO-300A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 175 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- 300/006 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

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

TRACY

Runway Ident - 29

Runway Lth/Wid - 3680/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

NONE

Age - UNK/NR

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- 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 AIRPLANE WAS FOUND NOSED OVER AND ABANDONED SHORT OF THE AIRPORT. THE OWNER OF THE AIRPLANE WAS IDENTIFIED AS THE PILOT, HOWEVER, HE DOES NOT HOLD A PILOTS LICENSE NOR A MEDICAL CERTIFICATE. INSPECTION OF THE AIRPLANE REVEALED THAT THE FUEL TANKS WERE EXHAUSTED OF FUEL. THE PILOT LEFT THE ACCIDENT SITE IMMEDIATELY AND DID NOT FILE AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 2035

11/20/88

TRACY, CA

A/C Reg. No. N6641E

Time (Lc1) - 1430 PST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
3. INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - SOFT

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

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

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. - 2064 11/21/88 PALO ALTO, CA A/C Reg. No. N6113S Time (Lcl) - 1811 PST

-----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 - AIR AND SPACE 18A	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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 - 4.000 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 10000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(BRIGHT)</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 - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data PALO ALTO</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 2500/ 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>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND,SE SEA</p> <p>GYROPLANE</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - PA-44</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>- 1100</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model-</td> <td>26</td> <td>Last 30 Days-</td> <td>10</td> </tr> <tr> <td>Instrument-</td> <td>73</td> <td>Last 90 Days-</td> <td>15</td> </tr> <tr> <td>Multi-Eng -</td> <td>5</td> <td>Rotorcraft -</td> <td>26</td> </tr> </table>	Total	- 1100	Last 24 Hrs	- 1	Make/Model-	26	Last 30 Days-	10	Instrument-	73	Last 90 Days-	15	Multi-Eng -	5	Rotorcraft -	26
Total	- 1100	Last 24 Hrs	- 1															
Make/Model-	26	Last 30 Days-	10															
Instrument-	73	Last 90 Days-	15															
Multi-Eng -	5	Rotorcraft -	26															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE LOST DIRECTIONAL CONTROL OF THE GYROPLANE DURING THE LANDING ROLL, DEPARTED THE RWY AND NOSED OVER. THE GYROPLANE TOUCHED DOWN NORMALLY ON THE MAIN LANDING GEAR AT AN INDICATED AIRSPEED OF ABOUT 20 MPH. AS THE GYROPLANE SLOWED FURTHER, THE NOSE WHEEL TOUCHED DOWN ON THE RUNWAY AND TRACKED THE CENTERLINE FOR ABOUT TEN FEET THEN VEERED TO THE LEFT. THE PILOT STATED THAT HE ATTEMPTED TO CORRECT THE GYROPLANE'S GROUND TRACK BY APPLYING THE RIGHT RUDDER AND BRAKE, BUT THE GYROPLANE CONTINUED TO TIGHTEN IN THE LEFT TURN. INSPECTION OF THE NOSE GEAR ASSEMBLY REVEALED A CRACK IN THE NOSE WHEEL SHIMMY DAMPER UPPER PHENOLIC COLLAR. THE CRACK IN THE COLLAR RESULTED IN THE NOSE WHEEL STRUT BECOMING LOCKED AND NOT ALLOWING NOSE WHEEL STEERING.

Brief of Accident (Continued)

File No. - 2064

11/21/88

PALO ALTO, CA

A/C Reg. No. N6113S

Time (Lc1) - 1811 PST

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

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - CRACKED
 2. LANDING GEAR, NOSE GEAR STRUT - LOCKED
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2188 12/02/88 PETALUMA, CA A/C Reg. No. N58EE Time (Lcl) - 1216 PST

-----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 0	0	0	0
Accident Occurred During -TAKEOFF					

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

Make/Model - HITCHCOCK JH-1	Eng Make/Model - ROTAX 532	ELT Installed/Activated - NO	N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 600	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 64 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PETALUMA
Wind Dir/Speed- 110/010 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1800
SE LAND	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- 2
		Instrument- 11
		Last 30 Days- 9
		Last 90 Days- 13
		Rotorcraft - 6

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS ON INITIAL FLT IN NEWLY-BUILT GYROCOPTER. AFTER TAKEOFF, WITNESSES OBSERVED THE ACFT TO CLIMB TO ABOUT 100 FEET THEN TO NOSE OVER UNTIL GROUND IMPACT. NO EVIDENCE OF MECHANICAL FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 2188

12/02/88

PETALUMA, CA

A/C Reg. No. N58EE

Time (Lcl) - 1216 PST

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 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. - 2062 12/26/88 CORONA, CA A/C Reg. No. N89891 Time (Lcl) - 1214 PST

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

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

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	CORONA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 25
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 60
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 - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS FOUND ABANDONED AT THE AIRPORT. A WITNESS REPORTED THAT THE AIRCRAFT HAD FLIPPED OVER ON RUNWAY 25. THE SOLE OCCUPANT, A MALE, WAS NOT INJURED. THE AIRCRAFT WAS MOVED BY THE OCCUPANT AND SEVERAL OTHER UNIDENTIFIED PEOPLE TO A TIEDOWN AREA ON THE AIRPORT. A FAA INSPECTOR ARRIVED ON SCENE ABOUT ONE HALF HOUR AFTER THE ACCIDENT. THE FAA INSPECTOR COULD NOT LOCATE THE OCCUPANT OF THE AIRCRAFT. EXAMINATION OF THE AIRCRAFT DISCLOSED NO EVIDENCE OF ANY MECHANICAL MALFUNCTION OR FAILURE. 3 DAYS LATER THE AIRPLANE WAS TAKEN FROM THE AIRPORT BY AN UNKNOWN PERSON. THE AIRPLANE HAS NOT BEEN LOCATED. PRIOR TO THE ACCIDENT, THE AIRPLANE HAD BEEN SOLD. THE NEW OWNER HAS NOT RE-REGISTERED THE AIRPLANE. THE PRIOR REGISTERED OWNER DID NOT PROVIDE ANY INFORMATION ON THE CURRENT OWNER.

Brief of Accident (Continued)

File No. - 2062

12/26/88

CORONA, CA

A/C Reg. No. N89891

Time (Lc1) - 1214 PST

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - 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. - 2113 12/29/88 AVALON, CA A/C Reg. No. N28843 Time (Lcl) - 1350 PST

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

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 250/015 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 HAWTHORNE, CA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FULL STOP	Airport Proximity ON AIRPORT Airport Data CATALINA Runway Ident - 22 Runway Lth/Wid - 3240/ 100 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 30 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-172	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 315 Make/Model- 21 Instrument- 36 Multi-Eng - 0 Last 24 Hrs - 0 Last 30 Days- 0 Last 90 Days- 1
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LOST CONTROL OF THE AIRPLANE DURING LANDING ROLL AT CATALINA AIRPORT. THE AIRPLANE DEPARTED THE END OF RUNWAY 22, WENT DOWN A STEEP SLOPE AND COLLIDED WITH THE GROUND. THE PILOT REPORTED THAT HIS FIRST APPROACH HAD BEEN TOO HIGH, SO HE MADE A GO-AROUND AND RETURNED FOR LANDING. THE PLT SAID HE THEN MADE A NORMAL APPROACH AND LANDED 200-300 FEET PAST THE RUNWAY THRESHOLD. HE STATED THAT, "I APPLIED NORMAL AND EVEN BRAKING PRESSURE, BUT THE PLANE DID NOT RESPOND AS I EXPECTED. INSTEAD IT DECELERATED VERY SLOWLY." A WITNESS STATED THAT THE AIRPLANE TOUCHED DOWN IN THE LAST THIRD OF THE RUNWAY; HE STATED THAT THE PILOT'S APPROACH SEEMED TO BE FASTER THAN NORMAL. THE PILOT REPORTED NO MECHANICAL MALFUNCTIONS OR FAILURES OF THE AIRPLANE.

Brief of Accident (Continued)

File No. - 2113

12/29/88

AVALON,CA

A/C Reg. No. N28843

Time (Lcl) - 1350 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2055 12/31/88 WRIGHTWOOD, CA A/C Reg. No. N5369L Time (Lcl) - 1300 PST

-----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	1	0	0
Accident Occurred During - MANEUVERING					

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max. Gross Wt - 2175	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 - IN PERSON	SANTA BARBARA, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 5000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
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 - 700
SE LAND, ME LAND	Months Since - 18	Last 24 Hrs - UNK/NR
	Aircraft Type - A36	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PASSENGER, DURING A CROSS COUNTRY FLIGHT THE AIRPLANE ENCOUNTERED INSTRUMENT METEOROLOGICAL CONDITIONS. THE PILOT FLEW THE AIRPLANE TOWARD A MOUNTAIN RANGE AND ENTERED A VALLEY WITH RISING TERRAIN. STILL IN IMC, JUST PRIOR TO THE ACCIDENT, THE PASSENGER REPORTED, THE PILOT SAW THE TERRAIN AND BEGAN A LEFT TURN. THE AIRPLANE COLLIDED WITH THE TERRAIN DURING THE MANEUVER. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS NOTED DURING THE POST CRASH INVESTIGATION.

Brief of Accident (Continued)

File No. - 2055

12/31/88

WRIGHTWOOD, CA

A/C Reg. No. N5369L

Time (Lcl) - 1300 PST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 3. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2011 12/04/88 WATKINS,CO A/C Reg. No. N4782B Time (Lcl) - 1158 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

FRONT RANGE
Runway Ident - 26
Runway Lth/Wid - 8000/ 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)
STUDENT

Age - 47
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 - 42 Last 24 Hrs - 1
Make/Model- 42 Last 30 Days- 5
Instrument- 0 Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING TOUCH AND GO LANDINGS DURING AN UNSUPERVISED SOLO FLIGHT. RUNWAY 26 WAS IN USE, WITH WINDS REPORTED AS 320 DEG AT 5 KTS. AT THE FIRST LANDING, THE ACFT TOUCHED DOWN NOSE FIRST, THIRTY FEET LEFT OF THE CENTER LINE. THE ACFT BOUNCED BACK INTO THE AIR AND TOUCHED DOWN THE SECOND TIME, NOSE FIRST. THE NOSE WHEEL COLLAPSED AND THE ACFT DEPARTED THE RUNWAY TO THE LEFT INTO SOFT DIRT. THE ACFT NOSED OVER AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 2011

12/04/88

WATKINS.CO

A/C Reg. No. N4782B

Time (Lcl) - 1158 MST

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2015 12/06/88 ENGLEWOOD, CO

A/C Reg. No. N6356D

Time (Lcl) - 1510 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries
Fatal Serious Minor None

Type of Operation -INSTRUCTIONAL

Fire Crew 0

0 0 0 2

Flight Conducted Under -14 CFR 91

NONE Pass 0

0 0 0 0

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-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE/005 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

ENGLEWOOD, CO

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

CENTENNIAL

Runway Ident - 10

Runway Lth/Wid - 4903/ 62

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 40

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1400 Last 24 Hrs - 3

Make/Model - 900 Last 30 Days - 70

Instrument - 65 Last 90 Days - 165

Multi-Eng - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI AND HER STUDENT WERE PRACTICING LANDINGS ON RWY 10 WITH WINDS REPORTED AS 090 DEG AT 5 KTS. THE STUDENT WAS ON THE CONTROLS, FLARED TOO HIGH, AND THE ACFT BOUNCED AT TOUCHDOWN. THE CFI TOLD HIM TO ADD POWER TO RECOVER FROM THE BOUNCED LANDING. THE STUDENT ADDED FULL POWER AND ALLOWED THE NOSE OF THE ACFT TO RISE TOO HIGH. THE CFI TOOK THE CONTROLS AND LOWERED THE NOSE TO COMPENSATE. THE STUDENT THEN PULLED OFF ALL POWER AND THE ACFT LANDED HARD. THE CFI ANNOUNCED THAT SHE HAD THE CONTROLS BUT THE STUDENT STAYED ON THE RUDDER PEDALS. THE CFI WAS UNABLE TO OVERRIDE HIS INPUTS, AND THE AIRCRAFT SWERVED LEFT, DEPARTED THE RWY, AND AND STRUCK A PARKED CESSNA 210, DAMAGING BOTH AIRCRAFT.

Brief of Accident (Continued)

File No. - 2015

12/06/88

ENGLEWOOD, CO

A/C Reg. No. N6356D

Time (Lcl) - 1510 MST

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

Finding(s)

1. FLARE - IMPROPER - DUAL STUDENT
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 4. CONTROL INTERFERENCE - IMPROPER - DUAL STUDENT
-

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

Finding(s)

5. OBJECT - AIRCRAFT PARKED
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2013 12/16/88 GREELEY,CO A/C Reg. No. N49209 Time (Lcl) - 1630 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 Minor
0 0
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/NO
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 330/032 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
ALLIANCE,NE
Destination
GREELEY,CO

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GREELEY
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - ICE COVERED

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-152

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

Total - 127 Last 24 Hrs - 6
Make/Model- 127 Last 30 Days- 12
Instrument- 0 Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS FLYING A CROSS-COUNTRY FLIGHT. SHE SAID THAT 3 MILES FROM HER DESTINATION, THE ENGINE QUIT WHEN THE PLANE RAN OUT OF FUEL. A LANDING ON AN ICE COVERED ASPHALT ROAD WAS PERFORMED. DURING ROLL OUT, THE LEFT MAIN GEAR WENT OFF THE ROAD AND THE LEFT WING STRUCK A TELEPHONE POLE. THE ACFT SWUNG AROUND 180 DEG AND CAME TO REST IN A FIELD.

Brief of Accident (Continued)

File No. - 2013

12/16/88

GREELEY, CO

A/C Reg. No. N49209

Time (Lcl) - 1630 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - ROADWAY/HIGHWAY
6. TERRAIN CONDITION - ICY

Occurrence #3 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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2016 12/18/88 PEYTON,CO A/C Reg. No. N6843P Time (Lcl) - 1500 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

Eng Make/Model - LYCOMING O-540-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- 040/006 KTS
Visibility - 100.0 SM
Lowest Sky/Clouds - 22000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FALCON,CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MEADOW LAKE
Runway Ident - 15
Runway Lth/Wid - 4150/ 35
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 59
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 - 169 Last 24 Hrs - UNK/NR
Make/Model- 169 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 STUDENT PLT WAS PRACTICING A TOUCH AND GO LANDING. DURING A TURN TO FINAL, THE PLT HEARD AN ACFT REPORT FINAL FOR A STRAIGHT IN. HE SAID HE BECAME DISTRACTED AND FAILED TO EXTEND THE LANDING GEAR. THE ACFT LANDED WITH THE GEAR UP AND SLID 500 FEET, COMING TO REST MID-FIELD.

Brief of Accident (Continued)

File No. - 2016

12/18/88

PEYTON, CO

A/C Reg. No. N6843P

Time (Lcl) - 1500 MST

Occurrence #1

GEAR NOT EXTENDED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
 2. 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) 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. - 2187 2/19/88 STRATFORD,CT A/C Reg. No. N2469M Time (Lcl) - 2322 EST

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

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

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

Make/Model	- PIPER PA-34-200T	Eng Make/Model	- CONTINENTAL TSIO-360-E	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4570	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 200 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ALBANY,NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	BRIDGEPORT,CT	IGOR I. SIKORSKY MEMORIAL
Wind Dir/Speed- 090/021 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 1.500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4677/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 400 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 - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 1769
SE LAND,ME LAND	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-30	Make/Model- 19
		Instrument- 258
		Multi-Eng - 331
		Last 30 Days- 17
		Last 90 Days- 79

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT AND PILOT-RATED PAX RECEIVED VECTORS FOR MULTIPLE ILS APPROACHES IN DETERIORATING CONDITIONS. ON THE FIRST ATTEMPT THE AIRCRAFT PASSED OVER WITNESSES BUT WAS OFF COURSE AND NOT IN A POSITION TO LAND. THE SECOND ATTEMPT WAS ABORTED BEFORE REACHING THE AIRPORT. DURING THE THIRD ATTEMPT RADAR SERVICE WAS TERMINATED AND THE PILOT WAS GIVEN A FREQUENCY CHANGE. THE AIRCRAFT CRASHED INTO WATER ABOUT ONE MILE FROM THE RUNWAY. POST-ACCIDENT EXAM DID NOT DISCLOSE ANY MALFUNCTION WITH THE AIRCRAFT SYSTEMS. BOTH ENGINES WERE TEST-RUN TO FULL POWER. THE INVESTIGATION DISCLOSED THAT NEITHER PILOT WAS FAR PART 135 QUALIFIED FOR THIS FLIGHT. THE AIRCRAFT WAS BEING OPERATED WITH ENGINES OVER TBO, TRANSPONDER TEST DUE, AND THE 100 HR INSPECTION OVERDUE. THE PILOTS DID NOT REPORT ANY DIFFICULTIES WITH THE AIRCRAFT PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 2187

2/19/88

STRATFORD,CT

A/C Reg. No. N2469M

Time (Lcl) - 2322 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - FOG
5. LIGHT CONDITION - DARK NIGHT
6. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
7. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
8. DECISION HEIGHT - NOT IDENTIFIED - PILOT IN COMMAND
9. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
10. INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
11. TERRAIN CONDITION - WATER,ROUGH

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2175 7/16/88 CANDLEWOOD LAKE, CT A/C Reg. No. N5033L Time (Lcl) - 1530 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	2	0
Accident Occurred During -TAKEOFF						

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

Make/Model - LAKE LA-4-200	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2690	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point DANBURY, CT	
Method - N/A	Destination NEW MILFORD, CT	Airport Data
Completeness - N/A		CANDLEWOOD LAKE
Basic Weather - VMC	ATC/Airspace	Runway Ident - UNK/NR
Wind Dir/Speed- LIGHT AND VARIABLE	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - NONE	Runway Status - WATER - CHOPPY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 900
SE LAND, ME LAND, SE SEA	Months Since - 9	Make/Model- 150
	Aircraft Type - BE-A55	Instrument- 100
		Multi-Eng - 125
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LA-4-200 MADE A TAKEOFF UNDER REPORTED CONDITIONS OF GUSTY WIND AND WAVES OF 1 TO 2 FEET. THE MAXIMUM DEMONSTRATED WAVE HEIGHT FOR THE AIRCRAFT IS 1 FOOT. THE PILOT REPORTED HE ABORTED THE TAKEOFF DUE TO A PERSON ON A JET SKI IN HIS WAY AND AS HE TRIED TO TURN TO THE RIGHT A WING DUG INTO THE WATER AND THE AIRCRAFT WATERLOOED. THE PILOT REPORTED THAT HIS TWO PASSENGERS AND HIMSELF WERE RESCUED BY BOATERS AND THE AIRCRAFT SANK WITHIN 15 SECONDS. NO WITNESSES WERE FOUND WHO SAW THE JET SKI. WITNESSES REPORTED THAT THE AIRCRAFT EXPERIENCED A LOSS OF CONTROL DURING TAKEOFF FOR NO APPARENT REASON.

Brief of Accident (Continued)

File No. - 2175

7/16/88

CANDLEWOOD LAKE,CT

A/C Reg. No. N5033L

Time (Lcl) - 1530 EDT

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

Finding(s)

1. TERRAIN CONDITION - WATER,ROUGH
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. WATER LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 5. AIRCRAFT PERFORMANCE,TAKEOFF CAPABILITY - EXCEEDED
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2182 8/27/88 POMFRET,CT A/C Reg. No. N3478M Time (Lcl) - 2224 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 160/008 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1300 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
KEENE,NH
Destination
WINDHAM ARPT,CT

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 - 31
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 122
Make/Model- 97
Instrument- 3
Multi-Eng - 0
Last 24 Hrs - 2
Last 30 Days- 3
Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PIPER ARROW PA-28R-201, HAD ASKED ATC FOR VECTORS TO WINDAM AIRPORT. AFTER BEING VECTORED THE PILOT REQUESTED HIS DISTANCE FROM THE AIRPORT. HE WAS TOLD THAT HE WAS 12 MILES FROM THE AIRPORT, THE PILOT THEN DECIDED TO DESCEND. ATC ADVISED THE PILOT TO DESCEND AT PILOTS DESCRETION AND TO MAINTAIN VFR. RADAR CONTACT WAS LOST AT ABOUT 2100 FEET. WHEN ATC TRIED TO CONTACT THE PILOT AND ADVISE HIM THAT RADAR CONTACT HAD BEEN LOST, THERE WAS NO REPLY. WEATHER IN THE AREA WAS IMC AND THE PILOT WAS NOT INSTRUMENT RATED. THE AIRCRAFT IMPACTED IN A WOODED AREA, IN AN ALMOST VERTICAL ATTITUDE. NOTHING WAS FOUND TO INDICATE ANY MALFUNCTION OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2182

8/27/88

POMFRET,CT

A/C Reg. No. N3478M

Time (Lcl) - 2224 EDT

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

Finding(s)

1. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - LOW CEILING
5. LIGHT CONDITION - DARK NIGHT
6. SPIRAL - UNCONTROLLED - PILOT IN COMMAND
7. SPATIAL DISORIENTATION - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2164 9/01/88 WINDHAM,CT A/C Reg. No. N94502 Time (Lcl) - 1700 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
1
0

Minor
0
0

None
0
0

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

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

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
E TAUNTON,MA
Destination
WINDHAM,CT

Airport Proximity
ON AIRPORT

Airport Data

WINDHAM
Runway Ident - 27
Runway Lth/Wid - 4360/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 26
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total - 98 Last 24 Hrs - 2
Make/Model- 98 Last 30 Days- 13
Instrument- 3 Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT SAID SHE HEARD A POPPING SOUND DURING THE TAKEOFF ROLL AND ALMOST INSTANTANEOUSLY THE DOOR CAME OPEN. SHE TRIED TO CLOSE THE DOOR AND WHEN THAT FAILED SHE ATTEMPTED TO ABORT. SHE RETARDED THE THROTTLE AND ATTEMPTED BRAKING BUT IT WAS NOT EFFECTIVE AND THE ACFT RAN OFF THE SIDE OF THE RUNWAY AND DOWN AN EMBANKMENT. EXAM OF THE WRECKAGE BY THE OPERATOR REVEALED THAT THE PILOT'S SEAT BELT BANGING AGAINST THE OUTSIDE OF THE PILOT'S DOOR WAS THE POPPING SOUND THAT THE PLT HEARD. EXAMINATION OF THE BRAKE SYSTEM DID NOT REVEAL ANY EVIDENCE TO EXPLAIN THE PILOT'S REPORT OF BRAKE DEFICIENCY.

Brief of Accident (Continued)

File No. - 2164

9/01/88

WINDHAM,CT

A/C Reg. No. N94502

Time (Lcl) - 1700 EDT

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

Finding(s)

1. MISC EQPT/FURNISHINGS, SEAT BELT - NOT ENGAGED
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. DOOR, EXTERIOR CREW - NOT SECURED
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

8. TERRAIN CONDITION - DOWNHILL

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2093 9/10/88 GRISWOLD, CT A/C Reg. No. N1840T Time (Lcl) - 1445 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
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- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BLOCK ISLAND, RI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LAKESIDE
Runway Ident - 29
Runway Lth/Wid - 2640/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 195
Make/Model- 81
Instrument- 4
Last 24 Hrs - 0
Last 30 Days- 2
Last 90 Days- 51

Instrument Rating(s) - NONE

-----Narrative-----

THE TAKEOFF WAS MADE WITH THE TEMP AT ABOUT 90 DEG F. THE ACFT WAS ABOUT 60 LBS OVER THE AUTHORIZED MAX GROSS WT. WITNESSES SAID THE NOSE OF THE ACFT WAS HIGH AS IT PASSED OVER TREES JUST BEYOND THE END OF THE RWY. THE ACFT THEN DESCENDED WITH THE WINGS ROCKING UNTIL IMPACT IN A POND.

Brief of Accident (Continued)

File No. - 2093

9/10/88

GRISWOLD,CT

A/C Reg. No. N1840T

Time (Lc1) - 1445 EDT

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - TEMPERATURE EXTREMES
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - WATER
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2096 9/24/88 BURLINGTON, CT A/C Reg. No. N3099X Time (Lcl) - 1230 EDT

-----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	1	0
Accident Occurred During -APPROACH			0	0	0	1

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	WAREHOUSE POINT, CT	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	JOHNNYCAKE
Wind Dir/Speed- VARIABLE/015 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3420/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 111
SE LAND	Months Since - 3	Make/Model- 107
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- 5
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING TO LAND AT THE MOUNTAIN ARPT. PATWAS INDICATED THE WINDS WERE FROM THE NORTH AT 15 KTS. GUSTS WERE NOT REPORTED. THE PLT MADE HER APCH AT 70 MPH IAS AND WITH 20 DEG OF FLAPS DEPLOYED. AS SHE FLARED THE ACFT, SHE ENCOUNTERED A GUST OF WIND FROM THE RIGHT AND CORRECTED WITH PWR AND RIGHT RUDDER. AS SHE FLARED THE ACFT A SECOND TIME, SHE ENCOUNTERED A "HEAVY" GUST OF WIND FROM THE LEFT. SHE ATTEMPTED TO ALIGN ACFT WITH RWY BUT "NEEDED SOME AIRSPEED AND ALTITUDE." SHE APPLIED FULL PWR TO GO AROUND. ACFT COLLIDED WITH A SMALL TREE AND OVERTURNED.

Brief of Accident (Continued)

File No. - 2096

9/24/88

BURLINGTON,CT

A/C Reg. No. N3099X

Time (Lcl) - 1230 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
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. - 2127 10/16/88 WALLINGFORD, CT A/C Reg. No. N555GC Time (Lcl) - 0120 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -WICO AVIATION, INC.	DESTROYED		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	1	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	1	3
Accident Occurred During -LANDING					0

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

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250-C28B	ELT Installed/Activated - YES/NO
Landing Gear - EMERGENCY FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4050	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 500 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	MERIDEN MARKHAM
Wind Dir/Speed- CALM		Runway Ident - N/A
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Flight Plan - COMPANY (VFR)	Runway Surface - N/A
Lowest Ceiling - 10000 FT OVERCAST	Type of Clearance - VFR	Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5052
SE LAND	Months Since - 10	Make/Model- 128
HELICOPTER	Aircraft Type - BH-206B	Instrument- 570
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days- 6
		Last 90 Days- 31
		Rotorcraft - 2458

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST POWER AND CRASHED IN A TRACTOR TRAILER PARKING LOT, DESTROYING THE HELICOPTER AND CAUSING SERIOUS INJURIES TO THE PILOT AND ONE PASSENGER. THE INVESTIGATION REVEALED AN IMPROPER FUEL FLOW SWITCH, WHICH HAD NO CHECK VALVE PROTECTION INSTALLED ON SYSTEM NO 1. THE FAA CERTIFICATION BRANCH (ASW-170) STATED THAT IF THE WRONG FUEL FLOW SWITCH IS USED AND THE BOOST PUMP CIRCUIT BREAKERS ARE PULLED, A FLAMEOUT IS LIKELY. THE PILOT SAID HE PULLED THE MASTER CAUTION BREAKER AND MAY HAVE PULLED THE BOOST PUMP BREAKERS "PREPARING FOR LANDING". THE FUEL BOOST PUMP CIRCUIT BREAKERS WERE PULLED AND THERE WERE APPROXIMATELY 27 GAL OF FUEL REMAINING, WHEN THE ENGINE QUIT.

Brief of Accident (Continued)

File No. - 2127

10/16/88

WALLINGFORD,CT

A/C Reg. No. N555GC

Time (Lcl) - 0120 EDT

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

Finding(s)

1. FUEL SYSTEM - IMPROPER
2. MAINTENANCE,INSTALLATION - IMPROPER - UNKNOWN
3. FLUID,FUEL - STARVATION
4. FUEL SYSTEM,PUMP - DISABLED
5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. OBJECT - VEHICLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2137 12/24/88 BRIDGEPORT, CT A/C Reg. No. N262C Time (Lcl) - 1345 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire NONE

Crew 1
Pass 0

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

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

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3650
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-BB
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed - 050/006 KTS
Visibility - .250 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 400 FT OBSCURED
Obstructions to Vision - FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BURLINGTON, VT
Destination
LACONIA, NH

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SIKORSKY MEM.
Runway Ident - 06
Runway Lth/Wid - 4677/ 150
Runway Surface - ASPHALT
Runway Status - WET

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

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

Age - 52
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 1550	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TWICE PRIOR TO BEING ESTABLISHED ON FINAL THE PILOT WAS ASKED IF HE WAS GETTING PROPER INDICATIONS FOR THE APPROACH TO LAND. CONTACT WAS SUBSEQUENTLY LOST WHILE THE PILOT WAS ATTEMPTING TO MAKE AN ILS APPROACH TO RUNWAY 06 AT BRIDGEPORT. THE AIRCRAFT WAS FOUND IN THE WATER JANUARY 3, 1989. THE PILOT WAS REMOVED FROM THE WRECKAGE BY DIVERS, BUT THE AIRCRAFT WAS NOT RECOVERED. THE WRECKAGE WAS 1 1/2 MILES OFF THE RWY'S END, 1500-2000 FT RT OF CENTERLINE.

Brief of Accident (Continued)

File No. - 2137

12/24/88

BRIDGEPORT, CT

A/C Reg. No. N262C

Time (Lcl) - 1345 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - BELOW APPROACH MINIMUMS
 2. WEATHER CONDITION - FOG
 3. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 4. DECISION HEIGHT - NOT MAINTAINED - PILOT IN COMMAND
 5. RADIO COMMUNICATIONS - 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. - 2056 7/25/88 COCOA BEACH, FL A/C Reg. No. N69RB Time (Lcl) - 1729 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire NONE

Crew 1
Pass 0

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

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

Make/Model - PIPER PA-60-700P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6315
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-U2A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 350 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- CALM

Visibility - 6.0 SM

Lowest Sky/Clouds - 800 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - RAIN SHOWERS

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

STUART, FL

Destination

WASHINGTON, DC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - PA-60

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2150

Make/Model- 200

Instrument- UNK/NR

Multi-Eng - 1075

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 25

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FLT ENTERED NEAR VERTICAL DESCENT WHILE FLYING IN AREA OF LEVEL 1 AND 2 THUNDERSTORMS JUST AFTER PLT HAD CALLED REQUESTING PERMISSION TO DEVIATE AROUND RAIN SHOWERS. A LEVEL 5 THUNDERSTORM WAS PRESENT 8 MILES WEST. THE ACFT DESCENDED AT RATES UP TO 13,800 FEET PER MINUTE. WITNESSES SAW ACFT EXIT BOTTOM OF CLOUDS AT APPROX 4,000 FEET IN A NEAR FLAT ATTITUDE AND ROTATING AROUND THE YAW AXIS TO THE LEFT. ENGINE SOUNDS INCREASED AND DECREASED AS THE ACFT ROTATED AND ALL COMPONENTS APPEARED TO BE PRESENT ON THE ACFT. NO SMOKE OR FLAME WAS VISIBLE. AT APPROX 500 FEET ABOVE THE WATER THE ROTATION STOPPED AND THE NOSE DROPPED TO A 30 TO 70 DEGREE NOSE DOWN ANGLE AND BOTH ENGINES COULD BE HEARD INCREASING IN POWER. BEFORE THE RECOVERY COULD BE COMPLETED THE ACFT STRUCK THE OCEAN.

Brief of Accident (Continued)

File No. - 2056

7/25/88

COCOA BEACH, FL

A/C Reg. No. N69RB

Time (Lcl) - 1729 EDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM, LEVEL II
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
-

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

Finding(s)

4. FLIGHT INTO KNOWN ADVERSE WEATHER - NOT CORRECTED - PILOT IN COMMAND
 5. SPATIAL DISORIENTATION - PILOT IN COMMAND
 6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2189 12/10/88 OCALA, FL A/C Reg. No. N9261X Time (Lcl) - 1030 EST

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

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

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

Make/Model - CESSNA 182E	Eng Make/Model - CONTINENTAL O-470R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DUNNELLON, FL	OCALA MUNICIPAL
Wind Dir/Speed- 110/009 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5007/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 632
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model - 500
	Aircraft Type - J-3	Instrument - 86
		Multi-Eng - 21
		Last 24 Hrs - UNK/NR
		Last 30 Days - 7
		Last 90 Days - 30
		Rotorcraft - 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER ROTATION AT AN ALT OF APRX 20 FT AGL, THE PLT STATED THE CONTROL COLUMN WOULD NOT MOVE. HE CLOSED THE THROTTLE & THE ACFT LANDED HARD, BOUNCED, THEN CAME TO REST OFF THE RWY. EXAMINATION OF THE ACFT REVEALED 3 OF THE 4 LOWER INSTRUMENT PANEL SHOCK MOUNTS FAILED ALLOWING THE PANEL TO DROP. AS A RESULT THE ATTITUDE INDICATOR CONTACTED THE CONTROL COLUMN CAUSING THE BINDING.

Brief of Accident (Continued)

File No. - 2189

12/10/88

OCALA, FL

A/C Reg. No. N9261X

Time (Lcl) - 1030 EST

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

Finding(s)

1. FUSELAGE, INSTRUMENT/ELECTRICAL PANEL - SLIPPED
 2. FLT CONTROL SYST, ELEVATOR CONTROL - BINDING(MECHANICAL)
 3. ABORTED TAKEOFF - PERFORMED -
-

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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2028 12/21/88 CEDAR KEY, FL A/C Reg. No. N2251F Time (Lcl) - 1530 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire IN FLIGHT

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

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

Make/Model - CESSNA 310L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-V
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/004 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SARASOTA, FL

Destination

TALLAHASSEE, 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 - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2110

Make/Model- 1365

Instrument- 312

Multi-Eng- 1365

Last 24 Hrs - 1

Last 30 Days- 5

Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE EVIDENCE INDICATED THAT PERSONNEL FAILED TO TIGHTEN A FUEL LINE AT THE FUEL PRESSURE SWITCH ON LEFT ENGINE RESULTING IN FUEL LINE LEAKING INTO THE ENGINE COMPARTMENT IN FLIGHT. AN INFLIGHT FIRE BURNED THROUGH A FUEL CROSSFEED FUEL LINE WHICH COULD NOT BE SHUTOFF BY THE PILOT. THE AIRCRAFT CONTACTED WATER IN A LEFT WING LOW ATTITUDE RESULTING IN THE AIRCRAFT CARTWHEELING.

Brief of Accident (Continued)

File No. - 2028

12/21/88

CEDAR KEY, FL

A/C Reg. No. N2251F

Time (Lcl) - 1530 EST

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

Finding(s)

1. FUEL SYSTEM, LINE - LOOSE
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM, LINE - LEAK

Occurrence #2 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)

4. FLUID, FUEL - FIRE
5. FUEL SYSTEM, LINE - BURNED

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. FUSELAGE, CREW COMPARTMENT - SMOKE
7. FUSELAGE, CREW COMPARTMENT - OVERTEMPERATURE
8. TERRAIN CONDITION - WATER

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2041

8/17/88

ADEL, GA

A/C Reg. No. N65790

Time (Lcl) - 0250 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
ON GROUND

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 040/003 KTS
Visibility - .750 SM
Lowest Sky/Clouds - 200 FT PART OBS
Lowest Ceiling - 700 FT BROKEN
Obstructions to Vision- SMOKE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
AUGUSTA, GA
Destination
VALDOSTA, GA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

COOK COUNTY
Runway Ident - 05
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

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

Total	- 71	Last 24 Hrs	- UNK/NR
Make/Model-	29	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	17
Multi-Eng -	0	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD BEEN BRIEFED ON THE WEATHER CONDITIONS ALONG THE INTENDED ROUTE OF FLIGHT. VFR FLIGHT WAS NOT RECOMMENDED. THE PILOT ELECTED TO LAND AT HIS ALTERNATE, AND HAD REPORTED VISUAL CONTACT. LOCAL WITNESSES REPORTED LOW CEILINGS AND REDUCED VISIBILITY. THE AIRCRAFT COLLIDED WITH A TV/RADIO TOWER GUY WIRE. THE TOWER FELL ON THE TRANSMITTER BUILDING. THE AIRPLANE CRASHED IN AN OPEN FIELD AND BURNED. THE TOWER WAS EQUIPPED WITH A FLASHING STROBE LIGHT.

Brief of Accident (Continued)

File No. - 2041

8/17/88

ADEL,GA

A/C Reg. No. N65790

Time (Lcl) - 0250 EDT

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

Finding(s)

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

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

Finding(s)

4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. OBJECT - GUY WIRE
6. LIGHT CONDITION - DARK NIGHT

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2044 10/05/88 MONROE,GA A/C Reg. No. N77458 Time (Lcl) - 1615 EDT

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

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

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

Make/Model - CESSNA 120	Eng Make/Model - CONTINENTAL C-85-12F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PINE MOUNTAIN,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MONROE,GA	AERIE
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 200
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2456
SE LAND,ME LAND	Months Since - 9	Make/Model- 349
GLIDER	Aircraft Type - 7KCAB	Instrument- 111
		Multi-Eng - 289
		Last 24 Hrs - 3
		Last 30 Days- 8
		Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS RETURNING TO LAND WHEN HE EXPERIENCED A COMPLETE ENGINE FAILURE. THE PILOT REPORTED COMPLETING A BEFORE LANDING CHECK AND RECHECKED THE CARBURETOR HEAT FOLLOWING THE INITIAL POWER LOSS. THE SEQUENCE OF EVENTS WERE TYPICAL OF CARBURETOR ICE FAILURES. THE WRECKAGE EXAMINATION FAILED TO DISCLOSE ANY MECHANICAL MALFUNCTION WHICH WOULD HAVE PREVENTED NORMAL OPERATION. HOWEVER, THE EXAMINATION DISCLOSED CRACKS IN THE MUFFLER ASSEMBLY. THE PILOT REPORTEDLY USED THE CABIN HEAT DURING THIS SHORT FLIGHT. THE PILOT STATED THAT THE AIRPLANE HAD GOOD VENTILATION WITH THE WINDOWS CLOSED.

Brief of Accident (Continued)

File No. - 2044

10/05/88

MONROE,GA

A/C Reg. No. N77458

Time (Lcl) - 1615 EDT

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

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 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2043 11/05/88 MC DONOUGH,GA A/C Reg. No. N2407L Time (Lcl) - 1249 EST

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	STOCKBRIDGE,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BERRY HILL
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 29
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 40
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - MACADAM
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 - 32	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	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- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE FLIGHT EXPERIENCED A COMPLETE ENGINE FAILURE. THE PILOT ATTEMPTED A FORCED LANDING TO AN OPEN FIELD BUT CRASHED SHORT. THE INVESTIGATION DISCLOSED THAT THE PILOT WAS NOT CERTIFICATED AS AN AIRMAN AND HE DID NOT HAVE THE PERMISSION OF THE OWNER TO FLY THE AIRPLANE. THE INVESTIGATION ALSO FAILED TO DISCLOSE ANY PROBLEMS WITH THE AIRPLANE. HOWEVER, NO FUEL WAS FOUND IN THE AIRPLANE FUEL SYSTEM NOR FUEL SPILLAGE AROUND THE WRECKAGE. THE PILOT DID NOT REFUEL BEFORE THE FLIGHT. THE PILOT DID NOT SUBMIT AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 2043

11/05/88

MC DONOUGH, GA

A/C Reg. No. N2407L

Time (Lcl) - 1249 EST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. STOLEN AIRCRAFT/UNAUTHORIZED USE
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2069

12/02/88

GRIFFIN, GA

A/C Reg. No. N92388

Time (Lcl) - 1035 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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- 310/007 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GRIFFIN SPALDING CO.
Runway Ident - 31
Runway Lth/Wid - 3300/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 65
Make/Model- 7
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 A PREFLIGHT AND RUNUP THE PILOT MADE A TAKEOFF AND REMAINED IN CLOSED TRAFFIC FOR LANDING PRACTICE. ON DOWNWIND, OPPOSITE THE DESIRED POINT OF TOUCHDOWN, HE RETARDED POWER, APPLIED CARB HEAT AND SLOWED THE AIRPLANE. TURNING BASE, THE ACFT LOST POWER. THE PILOT SELECTED A SITE FOR THE FORCED LANDING AND THE ACFT NOSED OVER DURING THE LANDING. THE PRIMER WAS FOUND IN THE FULL OUT POSITION AND THE LEFT FUEL CAP WAS MISSING. TWO CYLINDERS HAD THE BOTTOM PLUGS FOULED BY RAW FUEL. THE PLT HAD RENTED THE 172 TO PRACTICE FOR HIS BFR WHICH WAS DUE BY THE END OF THE MONTH. THE PILOT'S PRIVATE PILOT CERTIFICATE HAD BEEN ISSUED IN DECEMBER 1986.

Brief of Accident (Continued)

File No. - 2069

12/02/88

GRIFFIN, GA

A/C Reg. No. N92388

Time (Lc1) - 1035 EST

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SYSTEM, PRIMER SYSTEM - UNLOCKED
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2200 12/05/88 VIDALIA,GA A/C Reg. No. N9107M Time (Lcl) - 1530 EST

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

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

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

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VIDALIA,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JESUP,GA	VIDALIA
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3500
SE LAND	Months Since - 10	Make/Model- 3000
	Aircraft Type - C-182P	Instrument- 325
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 15
		Last 90 Days- 50
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT EXPERIENCED LOSS OF POWER AND RETURNED TO AIRPORT. DEPARTED SECOND TIME AND EXPERIENCED ROUGH RUNNING ENGINE. AIRCRAFT ATTEMPTED EMERGENCY LANDING AND OVERTURNED IN FIELD. EXAMINATION OF THE ENGINE REVEALED PISTON FAILURE IN #4 CYLINDER. POST ACC INSPECT SHOWED CORROSION AND CRACKS IN MAIN LANDING GEAR STRUT WHICH HAD NOT BEEN MAINTAINED PROPERLY. THE LEFT MAIN GEAR COLLAPSED DURING THE LANDING ROLL. THE ACFT GENERALLY SHOWED SIGNS OF NEGLECT. THE LATEST ANNUAL INSPECTION RECORDED WAS 8/11/87.

Brief of Accident (Continued)

File No. - 2200

12/05/88

VIDALIA,GA

A/C Reg. No. N9107M

Time (Lcl) - 1530 EST

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

Finding(s)

1. ENGINE ASSEMBLY,PISTON - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. LANDING GEAR,MAIN GEAR - CORRODED
3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE -
4. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2149 12/12/88 ATHENS, GA A/C Reg. No. N14695 Time (Lcl) - 1230 EST

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

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

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

Make/Model - BELLANCA 17-30A	Eng Make/Model - CONTINENTAL IO-520-K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3325	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ORLANDO, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ATHENS, GA	ATHENS-BEN EPPS
Wind Dir/Speed- 030/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 7500 FT BROKEN	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 - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2584
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - 17-30A	Make/Model- 175
		Last 30 Days- 14
		Instrument- 390
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING DESCENT TOWARD HIS INTENDED DESTINATION, THE PILOT NOTED A FLOATING AMMETER NEEDLE AND SHORTLY THEREAFTER HE NOTED HIS OIL PRESSURE WAS ZERO. THE ENGINE SEIZED AND HE SELECTED A STRAIGHT STRETCH OF PAVED ROAD FOR HIS FORCED LANDING. IN THE FINAL STAGES OF THE APPROACH, A SEMI TRAILER OBSTRUCTED THE ROADWAY AND HE ELECTED TO LAND IN A WHEAT FIELD ADJACENT TO THE ROADWAY. DURING THE LANDING ROLL, THE LANDING GEAR COLLAPSED. SUBSEQUENT EXAMINATION OF THE ENGINE REVEALED EVIDENCE OF LACK OF LUBRICATION AND A SEPARATION OF A CONNECTING ROD. A FAN SHAPED OIL DEPOSIT WAS FOUND ON THE INSIDE OF THE BOTTOM ENGINE COWLING UNDER THE OIL COOLER. THE COOLER HAD BEEN INSTALLED 29 HOURS PREVIOUS.

Brief of Accident (Continued)

File No. - 2149

12/12/88

ATHENS,GA

A/C Reg. No. N14695

Time (Lcl) - 1230 EST

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

Finding(s)

1. LUBRICATING SYSTEM,OIL COOLER - LEAK
2. MAINTENANCE,INSTALLATION - INADEQUATE - OTHER MAINTENANCE PSNL
3. FLUID,OIL - EXHAUSTION

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
5. LANDING GEAR,NOSE GEAR - OVERLOAD
6. LANDING GEAR,MAIN GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2104 3/17/88 HONOLULU, HI A/C Reg. No. N2995W Time (Lcl) - 1430 HST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL					
Type of Operation - POSITIONING	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 - BELL 206B	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HONOLULU, HI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ALA WAI
Wind Dir/Speed- 280/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4220
SE LAND, ME LAND	Months Since - 3	Make/Model- 17
HELICOPTER	Aircraft Type - BH-206	Instrument- 490
		Multi-Eng - 2100
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 155
		Rotorcraft - 2050

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TOUCHDOWN THE PLT REDUCED THE THROTTLE AND REMOVED HIS LEFT HAND FROM THE THROTTLE/COLLECTIVE PITCH CONTROL TO RETUNE THE RADIO. HIS ATTENTION WAS DIRECTED TO THE FREQUENCY INDICATOR DURING THE PROCEDURE. THE HELICOPTER BECAME AIRBORNE AND MOVED TO THE RIGHT TOWARDS A FENCE. THE PILOT REDUCED THE COLLECTIVE PITCH AND ATTEMPTED TO STOP THE HELICOPTER'S MOVEMENT TO THE RIGHT. ON TOUCHDOWN, HOWEVER, THE HELICOPTER COLLIDED WITH THE FENCE. THE RIGHT HEEL SEPARATED FROM THE SKID; THE LANDING GEAR REAR CROSS TUBE ROTATED IN ITS ATTACH FITTING, AND THE TAILBOOM WAS BUCKLED.

Brief of Accident (Continued)

File No. - 2104

3/17/88

HONOLULU, HI

A/C Reg. No. N2995W

Time (Lcl) - 1430 HST

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. DIVERTED ATTENTION - PILOT IN COMMAND
 3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - FENCE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2063 12/11/88 HALEIWA, HI A/C Reg. No. N94825 Time (Lcl) - 1210 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

Crew

Pass

NONE

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

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

Eng Make/Model - LYCOMING O-235-N2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - 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 - 15.0 SM

Lowest Sky/Clouds - 1500 FT SCATTERED

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OAHU, HI

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, CFI

SE LAND

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 - 1000

Make/Model- 800

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 185

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT EXPERIENCED A PARTIAL LOSS OF POWER AND COLLIDED WITH THE TERRAIN WHILE COMPLETING AN EMERGENCY LANDING IN A SUGAR CANE FIELD. DURING THIS PARTICULAR MANEUVER THE CFI INDICATED THAT HE WAS REASONABLY SURE HE CLEARED THE ENGINE AT LEAST ONCE A FEW MINUTES AFTER STARTING THE MANEUVER. WHILE HE DOES NOT ACTUALLY REMEMBER CLEARING THE ENGINE AGAIN HE STATED, "I DON'T KNOW EXACTLY WHEN I CLEARED, OR HOW MANY TIMES, BUT I'M SURE I DID IT AT LEAST ONCE." AN EXAMINATION OF THE ENGINE REVEALED NO EVIDENCE OF AN ENGINE MALFUNCTION OR FAILURE. THE WEATHER REPORTED RAIN SHOWERS OF UNKNOWN INTENSITY EAST THROUGH SOUTHEAST, TEMPERATURE 78 DEGREES, DEW POINT 68 DEGREES. ACCORDING TO THE FAA CARBURETOR ICING PROBABILITY CHART, THE PILOT WAS OPERATING IN CARBURETOR ICING CONDITIONS AT GLIDE POWER.

Brief of Accident (Continued)

File No. - 2063

12/11/88

HALEIWA, HI

A/C Reg. No. N94825

Time (Lc1) - 1210 HST

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED -
 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 3. FUEL SYSTEM, CARBURETOR - ICE
 4. CARBURETOR HEAT - IMPROPER USE OF - 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

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2061 12/12/88 HANALEI, HI A/C Reg. No. N7733H Time (Lcl) - 1248 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

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

Make/Model - HUGHES 369E
Landing Gear - SKID
Max Gross Wt - 3000
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 375 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- 070/005 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
LIHUE, HI
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
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 - 42
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - H-369E

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4673 Last 24 Hrs - 0
Make/Model- 693 Last 30 Days- 115
Instrument- 127 Last 90 Days- 360
Multi-Eng - 165

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL SIGHTSEEING FLIGHT, THE PILOT REPORTED THAT HE HEARD A MUFFLED BANG AND SIMULTANEOUSLY THE ENGINE OUT WARNING LIGHTS AND AUDIO ALARM ACTIVATED. THE PILOT INITIATED A FORCED LANDING ON THE BEACH WHICH RESULTED IN THE HELICOPTER NOSING OVER. AN ENGINE EXAM REVEALED THAT THE GAS GENERATOR TURBINE HAD FAILED. THE EVIDENCE INDICATED THAT THE FAILURE WAS DUE TO CONSTANT TURBINE OVERTEMPERATURES. THE EXHAUST TEMPERATURE PROBE SYSTEM WAS TESTED AND SHOWED CONSISTENT READINGS 50 TO 100 DEGREES LOWER THAN THE ACTUAL TEMP. ADDITIONALLY, THE LIGHTOFF FUEL FLOW WAS EXCESSIVE DUE TO THE IMPROPER SETTING OF THE START/ACCELERATOR SCHEDULE ADJUSTER. MAINTENANCE RECORDS DID NOT INDICATE A RECENT EXHAUST TEMP CHECK.

Brief of Accident (Continued)

File No. - 2061

12/12/88

HANALEI, HI

A/C Reg. No. N7733H

Time (Lcl) - 1248 HST

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

Finding(s)

1. TURBOSHAFT ENGINE, GAS GENERATOR TURBINE - FAILURE, TOTAL
2. TURBOSHAFT ENGINE - OVERTEMPERATURE
3. EXHAUST SYSTEM, PROBE - PREVIOUS DAMAGE
4. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2042 2/28/88 OXFORD,IA A/C Reg. No. N5816E Time (Lcl) - 1000 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 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/NO
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 220/014 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
DODGEVILLE,WI

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GREEN CASTLE
Runway Ident - 13
Runway Lth/Wid - 2600/ 30
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 83 Last 24 Hrs - 0
Make/Model- 27 Last 30 Days- 1
Instrument- 2 Last 90 Days- 8
Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT THE AIRCRAFT APPEARED TO BE IN TROUBLE IMMEDIATELY AFTER TAKEOFF, AS THE WINGS WERE RAPIDLY ROCKING WHILE IT WAS STRUGGLING TO STAY AIRBORNE. THE AIRCRAFT TURNED SHARPLY LEFT, WHERE IT THEN BARELY CLEARED A ROW OF TREES. THE AIRPLANE CONTINUED, WITH ITS WINGS STILL ROCKING, WHEN IT SUDDENLY PITCHED UP AS IT APCHD SOME POWER LINES. THE AIRCRAFT WAS OBSERVED CLEARING THE POWER LINES, HANGING IN MID-AIR, THEN PLUMMETING NOSE FIRST TO THE GROUND. THERE WAS NO IN-FLIGHT NOR POST-CRASH FIRE. ON-SCENE DOCUMENTATION INDICATED THAT THE PILOT HAD USED 20 DEGREES OF FLAPS FOR TAKEOFF. A COMPLETE ENGINE TEARDOWN INSPECTION REVEALED NO PREEXISTING DISCREPANCIES.

Brief of Accident (Continued)

File No. - 2042

2/28/88

OXFORD, IA

A/C Reg. No. N5816E

Time (Lcl) - 1000 CST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
3. MANEUVER - ABRUPT - PILOT IN COMMAND
4. LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
5. PROPER CLIMB RATE - MISJUDGED - PILOT IN COMMAND
6. OBJECT - TREE(S)
7. OBJECT - WIRE, TRANSMISSION
8. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2008 5/07/88 MOLINE, IL A/C Reg. No. N647MA Time (Lcl) - 1045 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

0

None

0

4

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

Make/Model - CESSNA 205
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-S
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- 170/011 KTS
Visibility - 10.0 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
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

MOLINE
Runway Ident - 09
Runway Lth/Wid - 8500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-152

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

Total - 1580
Make/Model- 230
Instrument- 80
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL CLIMB ON A PLEASURE FLIGHT THE AIRPLANE EXPERIENCED A LOSS OF FUEL PRESSURE AND THEN TOTAL ENGINE FAILURE. THE AIRPLANE NOSED OVER DURING THE SUBSEQUENT OFF AIRPORT LANDING. POST ACCIDENT EXAMINATION OF THE ENGINE DRIVEN FUEL PUMP REVEALED INTERNAL BEARING FAILURE WHICH CAUSED THE PUMP SHAFT TO SEIZE.

Brief of Accident (Continued)

File No. - 2008

5/07/88

MOLINE, IL

A/C Reg. No. N647MA

Time (Lcl) - 1045 CDT

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

Finding(s)

1. FUEL SYSTEM,PUMP - SEIZED
 2. FUEL SYSTEM,ELECTRIC BOOST PUMP - NOT ENGAGED
 3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
 5. 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. - 2101 8/20/88 HAMPTON, IL A/C Reg. No. N9499F Time (Lcl) - 1935 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - HUGHES 269B
Landing Gear - SKID
Max Gross Wt - 1670
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-A1A
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Age - 27
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - H-269C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 341	Last 24 Hrs -	2
Make/Model-	50	Last 30 Days-	6
Instrument-	5	Last 90 Days-	38
Multi-Eng -	1	Rotorcraft -	220

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN CRUISE FLIGHT AT 150-300 FT AGL, THE CRANKSHAFT FRACTURED. THE PILOT ATTEMPTED AN AUTOROTATIONAL LANDING IN A SUITABLE FIELD 1500 FEET FROM THE POSITION WHERE THE POWER LOSS OCCURRED. THE EVIDENCE INDICATES THAT WHILE EN ROUTE TO THIS INTENDED LANDING AREA, THE PILOT ALLOWED THE ROTOR RPM TO DECAY AND LOSS OF CONTROL OCCURRED. THE HELICOPTER DESCENDED OUT OF CONTROL UNTIL GROUND IMPACT.

Brief of Accident (Continued)

File No. - 2101

8/20/88

HAMPTON,IL

A/C Reg. No. N9499F

Time (Lcl) - 1935 CDT

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

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - FATIGUE
2. ENGINE ASSEMBLY,CRANKSHAFT - FRACTURED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. AUTOROTATION - IMPROPER - PILOT IN COMMAND
4. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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

----Probable Cause----

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

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. - 2153 11/16/88 CHICAGO, IL A/C Reg. No. N271MA Time (Lcl) - 2233 CST

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

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

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

Make/Model	- MITSUBISHI MU-2B-60	Eng Make/Model	- GARRETT TPE-331-10511	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 11575	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 940 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	ST. LOUIS, MO	CHICAGO MIDWAY
Wind Dir/Speed - 250/015 KTS	ATC/Airspace	Runway Ident - 31L
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6519/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 3100 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - UNK/NR	Total - 3507
ME LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model - 904
		Instrument - 464
		Multi-Eng - 1678
		Last 30 Days - 102
		Last 90 Days - 303
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FIRST TAKEOFF WAS ABORTED DUE TO A PERCEIVED ENGINE PROBLEM. SIX MINUTES LATER ON SECOND TAKEOFF, THE AIRCRAFT CLIMBED TO 50 FEET, DRIFTED TO THE RIGHT, ROLLED RIGHT AND IMPACTED IN THE INFIELD. THIS WAS A SINGLE PILOT OPERATION IN A COMPLEX AIRCRAFT. WINDS EXCEEDED THE DEMONSTRATED CROSSWIND LIMITATION OF THE AIRCRAFT. THERE WAS NO EVIDENCE THAT THE PILOT WAS USING THE SEAT BELT OR SHOULDER HARNESS. POST CRASH INVESTIGATION OF BOTH ENGINES AND PROPS DETERMINED THAT THERE WERE NO OPERATIONAL DEFECTS AND THAT BOTH WERE PRODUCING POWER AT THE TIME OF IMPACT. STRONG GUSTY WINDS VARYING IN INTENSITY FROM 15 TO 30 KNOTS AND VARYING IN DIRECTION FROM SOUTHWEST TO NORTHWEST WERE PREVALENT AT THE AIRPORT ON THE DAY OF THE ACCIDENT. THE PROP CONDITION LEVERS WERE FOUND IN THE TAXI POSITION AND THE POWER LEVERS WERE SET WITH THE LEFT ENGINE NEAR FLIGHT IDLE POSITION AND THE RIGHT ENGINE AT THE TAKEOFF POSITION.

Brief of Accident (Continued)

File No. - 2153

11/16/88

CHICAGO, IL

A/C Reg. No. N271MA

Time (Lc1) - 2233 CST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - CROSSWIND
3. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND
4. EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND

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

Finding(s)

8. SEAT BELT - NOT USED - PILOT IN COMMAND
9. SHOULDER HARNESS - 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) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2033 7/27/88 CARBON, IN A/C Reg. No. N6818A Time (Lcl) - 1810 EST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-13	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	TERRE HAUTE, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PRIVATE STRIP
Wind Dir/Speed- 010/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 40
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 126
SE LAND	Months Since - 2	Make/Model- 8
	Aircraft Type - C-172	Instrument- 0
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days- 2
		Last 90 Days- 4
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE FLARED TOO ABRUPTLY, RESULTING IN A NOSE-HIGH STALL AT 15 FEET AND SUBSEQUENT HARD LANDING. THE PILOT HAD RECENTLY PURCHASED THE AIRCRAFT. THIS WAS THE FIRST FLIGHT TO THE PRIVATE AIRSTRIP HE HAD BUILT HIMSELF.

Brief of Accident (Continued)

File No. - 2033

7/27/88

CARBON, IN

A/C Reg. No. N6818A

Time (Lc1) - 1810 EST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR, NOSE GEAR - SHEARED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2110 8/06/88 NOBLESVILLE, IN A/C Reg. No. N98980 Time (Lcl) - 1630 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	3
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 310RII	Eng Make/Model - CONTINENTAL IO-520-M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NOBLESVILLE, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	INDIANAPOLIS METROPOLITAN
Wind Dir/Speed- 030/010 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1626
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 121
		Last 30 Days- 18
		Instrument- 245
		Last 90 Days- 46
		Multi-Eng - 690

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, SHORTLY AFTER TOUCHDOWN AND BRAKE APPLICATION, THE LEFT MAIN LANDING GEAR COLLAPSED DUE TO THE FAILURE OF THE DRAG BRACE. THE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT AND IT VEERED OFF THE LEFT SIDE OF THE RUNWAY BEFORE COMING TO A STOP IN THE GRASS.

Brief of Accident (Continued)

File No. - 2110

8/06/88

NOBLESVILLE, IN

A/C Reg. No. N98980

Time (Lcl) - 1630 EST

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - 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. - 2054 10/02/88 TELL CITY, IN A/C Reg. No. N8157Q Time (Lcl) - 0050 EST

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

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

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

Make/Model - CESSNA 310Q	Eng Make/Model - CONTINENTAL IO-470-V0	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LEXINGTON, KY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PERRY COUNTY AIRPORT
Wind Dir/Speed- 250/003 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3200/ 60
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - VOR/DME	Runway Status - WET
Obstructions to Vision- GROUND FOG		
Precipitation - NONE		
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, CFI	Current - YES	Total - 2846
SE LAND, ME LAND	Months Since - 4	Make/Model- 253
	Aircraft Type - C-310	Instrument- 301
		Multi-Eng - 726
		Last 24 Hrs - 4
		Last 30 Days- 75
		Last 90 Days- 187
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FLEW A VOR APPROACH TO THE AIRPORT, BUT WAS TOO HIGH TO LAND ON THE APPROACH RUNWAY. HE EXECUTED A CIRCLING VFR PATTERN TO LAND ON THE RECIPROCAL RUNWAY, THEN FLEW INTO THE GROUND FOG IN THE DESCENDING BASE TURN. THE LEFT WING STRUCK A TREE WHILE IN THE TURN. THE PILOT HAD RECEIVED A COMPLETE WEATHER BRIEF OF THE EXISTING CONDITIONS, AND SAW PATCHY GROUND FOG PRIOR TO EXECUTING THE APPROACH. THE PILOT AND PASSENGER HAD LEFT AT 0830 THE PREVIOUS DAY, FLOWN TO A FOOTBALL GAME, AND WERE RETURNING WHEN THE ACCIDENT OCCURRED AT 0050 EST.

Brief of Accident (Continued)

File No. - 2054

10/02/88

TELL CITY, IN

A/C Reg. No. N8157Q

Time (Lcl) - 0050 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. FATIGUE - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
7. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
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) 1,2,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2027 11/24/88 NORTH VERNON, IN A/C Reg. No. N9396L Time (Lcl) - 1345 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 - GULFSTREAM AA1A	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NORTH VERNON, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2680
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED TO MAKE A HIGH SPEED LOW LEVEL PASS ADJACENT TO THE RUNWAY AND A CLIMBING LEFT TURN AWAY FROM THE AIRPORT, HEADING NORTH. A WITNESS IN A FIELD NORTH OF THE AIRPORT REPORTED SEEING THE AIRCRAFT DESCENDING FROM A LOW ALTITUDE, LEVEL OUT MOMENTARILY AND THEN RESUME A RAPID NOSE DOWN DESCENT UNTIL IT IMPACTED TREES AND THE TERRIAN. EXAMINATION REVEALED CONTROL AND ENG INTERNAL CONTINUITY. NO MECHANICAL DISCREPANCIES WHICH WOULD HAVE CONTRIBUTED TO THE ACCIDENT WERE FOUND. FUEL WAS FOUND IN THE CARBURETOR, FUEL LINES AND FUEL PUMP.

Brief of Accident (Continued)

File No. - 2027

11/24/88

NORTH VERNON, IN

A/C Reg. No. N9396L

Time (Lcl) - 1345 EST

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

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2125 7/07/88 ATWOOD,KS A/C Reg. No. N320DB Time (Lcl) - 1230 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire IN FLIGHT

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

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

Make/Model - CESSNA 320
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-470-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - IMC

Wind Dir/Speed- 220/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BROOMFIELD,CO
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 52

Biennial Flight Review

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

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

Total - 2550	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC HAD DEPTD THE DENVER METRO AREA CARRYING PAX TO VACATION IN INDIANA. NO FLT PLAN WAS FILED AND THERE WAS NO RECORD OF A PREFLT WX BRIEF. THE FLT PROGRSD WITHOUT ANY KNOWN DIFFICULTY UNTIL REACHING THE COLORADO/KANSAS BORDER. THE PIC RQSTD AND RCVD WX OBS FOR LOCATIONS AHEAD OF HIM, HAVING OBSVD A LGE AREA OF CLOUD BUILDUP. THE PIC WAS ADVISED OF LEVEL 2 RAIN SHOWERS WITH INBEDDED TSTM ACTIVITY ALONG THE FRONTAL BOUNDARY. NTAPE DISPLAYED NO APPRECIABLE ALTERATION OF GND TRACK SUBSEQUENT TO THE WX BRIEF. HOWEVER THE (NTAP) DATA INDICATED LRGE CHANGES IN ALTITUDES, PSBLY INDICATING SEVERE TURBULENCE. THE LAST DATA INDICATED A 12,000 FT PER MIN DESCENT. THE ACFT IMPACTED INVERTED IN A FURROWED FIELD. EVIDENCE INDICATED LGTNG STRIKES TO THE COCKPIT AND WING AND A CABIN FIRE. RADAR DATA INDICATED THE ACFT PENETRATED AN AREA OF LVL FOUR TSTMS. PORTIONS OF THE ACFT WERE FOUND STREWN OVER A ONE MILE AREA.

Brief of Accident (Continued)

File No. - 2125

7/07/88

ATWOOD,KS

A/C Reg. No. N320DB

Time (Lcl) - 1230 CDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IN FLIGHT WEATHER ADVISORIES - DISREGARDED - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)

5. WEATHER CONDITION - LIGHTNING STRIKE
6. FUSELAGE,CABIN - FIRE

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

Finding(s)

7. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2060

8/20/88

PADUCAH, KY

A/C Reg. No. N4828E

Time (Lcl) - 1640 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - HILLER UH-12A
Landing Gear - SKID
Max Gross Wt - 2400
No. of Seats - 3

Eng Make/Model - FRANKLIN 6V-335-B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/004 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
NEW BURNSIDE, IL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FARRINGTON AIRPARK
Runway Ident - 04
Runway Lth/Wid - 2985/ 60
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 37
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	- 344	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEPARTURE THE ENG QUIT & PIC MADE AN AUTOROTATIVE LANDING IN A WOODED AREA. INITIAL EXAM OF ENG REVEALED WATER IN THE CARB FLOAT BOWL. INVESTIGATION SHOWED HELO HAD 100 HR INSPECTION RECORDED IN THE LOG, BUT MAY HAVE BEEN RETURNED TO SERVICE BY MECHANIC WITHOUT INSPECTION AUTHORIZATION AS AN ANNUAL INSPECTION. HELO RECORDS WERE OBTAINED BY ONE OF THE MECHANICS FROM THE SAME REPAIR STATION, BUT NOT GIVEN TO FAA INSPECTOR & LATER LOST. LATER EXAM OF THE ENG SHOWED HOLES IN ACCESSORY CASE. PARTIAL TEARDOWN SHOWED THAT THE LEFT MAG DRIVE COUPLING NUT COTTER KEY WAS MISSING. IT IS BELIEVED THE COTTER KEY WAS NOT INSTALLED OR WAS DAMAGED DURING INSTALLATION & BACKED OUT OF THE NUT ALLOWING THE NUT TO BACK OFF & THE DRIVE COUPLING TO DISCONNECT. THE PLT DID NOT FILE AN ACC REPORT. THE PLTS LOG BOOKS HAVE NOT BEEN LOCATED. THE ACFT ROLLED OVER AFTER LNDG.

Brief of Accident (Continued)

File No. - 2060

8/20/88

PADUCAH, KY

A/C Reg. No. N4828E

Time (Lc1) - 1640 CDT

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

Finding(s)

1. ACCESSORY DRIVE ASSY, DRIVE GEAR - DISCONNECTED
 2. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL
 3. MAINTENANCE, OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED -
-

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

Finding(s)

5. OBJECT - TREE(S)
-

Occurrence #4 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2024 9/14/88 HOPKINSVILLE,KY A/C Reg. No. N64718 Time (Lcl) - 0728 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 0
NONE Pass 0

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

Make/Model - PIPER PA-60-602P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-A1A5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 040/006 KTS
Visibility - .062 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OWENSBORO,KY
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - SDF

Airport Proximity
ON AIRPORT

Airport Data

HOPKINSVILLE-CHRISTIAN CO
Runway Ident - 26
Runway Lth/Wid - 5000/ 75
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND,ME LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - BE-100

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	4101	Last 24 Hrs	-	0
Make/Model-	225		Last 30 Days-		14
Instrument-	614		Last 90 Days-		91
Multi-Eng	-	2600			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE OVERRAN RWY 26 DURING LDG, FOLLOWING AN SDF APPCH. THE PLT REPORTED THAT HE BROKE OUT OF THE WX ABOUT 1 MILE FROM THE RWY, WITH 2 TO 3 MILES VISIBILITY. HE SUBSEQUENTLY LANDED "LONG" ON THE WET RWY WITH A TAILWIND, AND FOUND THAT BRAKING WAS NOT EFFECTIVE. THE AIRPLANE RAN OFF THE RWY END AND COLLIDED WITH THE SDF EQUIPMENT BOX. THE NEAREST WX REPORTING STATION WAS LOCATED APPROX 10 MI AWAY AT CAMPBELL AAF (HOP). A SPECIAL OBSERVATION MADE AT HOP REPORTED SKY PARTIALLY OBSCURED, VISIBILITY 1/16 MILE IN FOG & WIND 040 AT 6 KTS. HOP APPROACH GAVE THE WX INFO TO THE PLT SHORTLY AFTER INITIAL CONTACT. THE SDF 26 APPCH PLATE STATED THAT THE MINIMUM VISIBILITY FOR BOTH STRAIGHT-IN & CIRCLE-TO-LAND APPCHS WAS 1 MILE.

Brief of Accident (Continued)

File No. - 2024

9/14/88

HOPKINSVILLE, KY

A/C Reg. No. N64718

Time (Lcl) - 0728 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
7. TERRAIN CONDITION - WET

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

Finding(s)

8. OBJECT - APPROACH LIGHT/NAVAID

----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) 4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2023 11/07/88 SHEPERDSVILLE,KY A/C Reg. No. N732WC Time (Lcl) - 2215 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	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TS10-520-R1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TAMPA,FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOUISVILLE,KY	STANDIFORD
Wind Dir/Speed- 160/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 8000 FT BROKEN	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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL,CFI	Current - YES	Total - 1668
SE LAND,ME LAND,SE SEA	Months Since - 12	Last 24 Hrs - 7
	Aircraft Type - C-310B	Make/Model- 500
		Last 30 Days- 55
		Instrument- 159
		Last 90 Days- 199
		Multi-Eng - 531

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD FLOWN A CESSNA 172 TO TAMPA TO PICK UP A CESSNA T210M FOR A FLIGHT TO LOUISVILLE, KY. THE 210 HAD BEEN PREVIOUSLY FLOWN TO TAMPA FROM FT. MYERS BY THE OWNER. AFTER A PREFLIGHT IN WHICH THE PILOT SAID HE VISUALLY VERIFIED THAT THE FUEL TANKS WERE FULL, THE PILOT DEPARTED FOR LOUISVILLE. ABOUT 15 MILES SOUTH OF STANDIFORD FIELD, LOUISVILLE, KY, THE ENGINE LOST POWER AND THE PILOT MADE A NIGHT FORCED LANDING IN TREES. NO FUEL WAS FOUND IN THE WRECKAGE. AFTER RECOVERY OF THE WRECKAGE, AN ENGINE RUN WAS COMPLETED AFTER ADDING FUEL TO THE AIRPLANE'S FUEL SYSTEM. THE LAST VERIFIED REFUELING OF THE AIRPLANE WAS AT FT. MYERS ON NOVEMBER 2, 1988 WHEN 16 GALLONS WERE ADDED TO "TOP" THE TANKS. A CALCULATION OF THE FUEL REQUIRED TO COMPLETE A FLIGHT FROM FT. MYERS TO TAMPA TO LOUISVILLE WAS MADE. THE RESULTS INDICATED THAT 86.3 GALLONS OF FUEL WOULD HAVE BEEN REQUIRED UNDER OPTIMUM CONDITIONS. THE USABLE CAPACITY OF THE AIRPLANE WAS 89 GALLONS.

Brief of Accident (Continued)

File No. - 2023

11/07/88

SHEPERDSVILLE, KY

A/C Reg. No. N732WC

Time (Lc1) - 2215 EST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

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

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

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

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. - 2194 11/09/88 DEANE, KY A/C Reg. No. N98185 Time (Lcl) - 1200 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 -MANEUVERING			0	1	0
					None

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

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

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 252
SE LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 13
		Last 30 Days- 43
		Instrument- 28
		Last 90 Days- 63

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE TO WISE, VIRGINIA FROM RICHMOND, KENTUCKY ON A PLEASURE FLIGHT, THE AIRPLANE COLLIDED WITH TREES ON ROCKHOUSE MOUNTAIN. THE AIRPLANE WAS SUBSTANTIALLY DAMAGED AND THE PILOT AND PASSENGER WERE SERIOUSLY INJURED. THE FUEL SELECTOR WAS FOUND POSITIONED TO THE LEFT TANK, HOWEVER, THERE WAS NO EVIDENCE OF FUEL IN THE VICINITY OF THE SEPARATED LEFT WING/RUPTURED TANK. THE RIGHT WING WAS COMPLETELY SEVERED FROM THE FUSELAGE, HOWEVER, THE RIGHT FUEL TANK WAS INTACT AND CONTAINED APPROXIMATELY FOUR GALLONS OF FUEL. DAMAGE TO THE ENGINE PRECLUDED A TEST STAND RUN, HOWEVER, NO MECHANICAL DEFICIENCIES OR MALFUNCTIONS WERE NOTED DURING TEARDOWN EXAMINATION. AT THE TIME OF THE ACCIDENT THE PILOT WAS CIRCLING AROUND THE PASSENGER'S HOUSE SO THAT HE COULD OBSERVE IT FROM THE AIR.

Brief of Accident (Continued)

File No. - 2194

11/09/88

DEANE, KY

A/C Reg. No. N98185

Time (Lc1) - 1200 EST

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. OBJECT - TREE(S)
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2022 12/23/88 GILBERTSVILLE, KY A/C Reg. No. N6046V Time (Lcl) - 1800 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	1	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	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JOLIET, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KENTUCKY DAM STATE PARK
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 108
SE LAND	Months Since - 4	Make/Model- 84
	Aircraft Type - C23	Instrument- 2
		Multi-Eng - 0
		Last 24 Hrs - 3
		Last 30 Days- 4
		Last 90 Days- 8
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING PREFLT INSPECTION FUEL WAS NOTED TO BE UP TO THE SLOTS IN THE TAB FOR THE REDUCED FUEL INDICATORS, OR 20 GAL EACH TANK. A 3 HOUR, DARK NIGHT, CROSS COUNTRY WAS FLOWN TO DESTINATION. PIC SAID ACFT ARRIVED WITH ABOUT 5 GAL FUEL REMAINING IN EACH TANK. ON FINAL APPROACH THE ACFT WAS TOO HIGH AND A GO AROUND WAS INITIATED. AFTER APPLYING FULL POWER AND RAISING THE FLAPS THE ENGINE QUIT SUDDENLY AT ABOUT 650 FEET ABOVE GROUND. A FORCED LANDING WAS MADE STRAIGHT AHEAD INTO TREES. THE FLT MANUAL CAUTIONS AGAINST MAKING A TAKEOFF WITH THE FUEL GAGES INDICATING IN THE YELLOW BAND WHICH IS FROM E TO 1/3. A GO AROUND ON FINAL INVOLVES A NOSE UP ATTITUDE SIMILAR TO THAT EXPERIENCED ON TAKEOFF. EVIDENCE OF FUEL WAS FOUND IN THE RIGHT TANK & THE CARBURETOR. LEFT TANK WAS EMPTY AND RUPTURED WITH NO EVIDENCE OF FUEL. THE SELECTOR WAS ON THE LEFT TANK.

Brief of Accident (Continued)

File No. - 2022

12/23/88

GILBERTSVILLE,KY

A/C Reg. No. N6046V

Time (Lcl) - 1800 EST

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

Finding(s)

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

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)

-----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. - 2072 2/18/88 LAKE CHARLES, LA A/C Reg. No. N5701K Time (Lcl) - 1835 CST

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

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

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

Make/Model - BEECH S35	Eng Make/Model - CONTINENTAL IO-520-BA(3)	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	GREENWOOD, MS	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	LAKE CHARLES MUNIC.
Wind Dir/Speed- 340/007 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2545
SE LAND, ME LAND	Months Since - 14	Last 24 Hrs - 4
	Aircraft Type - BE-S35	Make/Model- 2157
		Instrument- 292
		Multi-Eng - 5
		Last 30 Days- 8
		Last 90 Days- 16
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT CRASHED INTO A LAKE SHORTLY AFTER BEING VECTORED ONTO THE FINAL APPROACH COURSE FOR AN ILS AT 1,500'. TWO CURRENT IFR PLTS WERE ON BOARD. WX AT THE TIME WAS 500' OVC WITH 10 MILES VIS AND NO CONVECTIVE ACTIVITY OR TURBULENCE REPORTED IN THE AREA. NO EVIDENCE OF MECHANICAL FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION AND ALL OF THE NAV FACILITIES WERE GRND AND FLT CHECKED AND FOUND TO OPERATING NORMALLY. THERE WERE NO ABNORMAL TRIM SETTINGS AND THE A/P WAS IN THE STANDBY MODE AT IMPACT. THE APPROACH COURSE WAS IN A PUBLISHED AND ACTIVE MIGRATORY BIRD FLYWAY. LOCAL ORNITHOLOGISTS STATED THAT LARGE FLOCKS OF BIRDS WERE KNOWN TO BE AIRBORNE AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2072

2/18/88

LAKE CHARLES, LA

A/C Reg. No. N5701K

Time (Lcl) - 1835 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. OBJECT - BIRD(S)
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - WATER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2142 6/27/88 HOUMA, LA A/C Reg. No. N2611 Time (Lcl) - 1303 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-EXECUTIVE/CORPORATE	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	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28B	ELT Installed/Activated	- YES/NO
Landing Gear	- EMERGENCY FLOAT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 500 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- COMMERCIAL WX SERVICE	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELETYPE	SAME AS ACC/INC	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 290/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 1200 FT SCATTERED	- COMPANY (VFR)	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	- VFR FLIGHT FOLLOWING	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- GRASS/TURF
Condition of Light	- DAYLIGHT	- FORCED LANDING	Runway Status
			- WET
			HIGH VEGETATION

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 17000
	Months Since - 7	Last 24 Hrs	- 2
HELICOPTER	Aircraft Type - BH-206	Make/Model	- 4000
		Last 30 Days	- 45
		Last 90 Days	- 146
		Rotorcraft	- 17000

Instrument Rating(s) - HELICOPTER

-----Narrative-----

SHORTLY AFTER LIFTOFF, THE HELICOPTER EXPERIENCED A POWER LOSS AT 300 FEET. DURING THE EMERGENCY LANDING IN A WET SWAMPY AREA WITH VERY HIGH VEGETATION, THE HELICOPTER LANDED HARD, AND THE MAIN ROTOR BLADES STRUCK THE TAILBOOM. AT A POST ACCIDENT INSPECTION, THE OPERATOR RAN THE ENGINE WITHOUT ANY MALFUNCTION. THE AIRFRAME FUEL FILTER WAS CHECKED AND NO CONTAMINATION WAS FOUND. THE OPERATOR DISASSEMBLED THE ENGINE PNEUMATIC SYSTEM AND FOUND APPROXIMATELY 10 CUBIC CENTIMETERS OF WATER IN THE PC FILTER AND FUEL CONTROL.

Brief of Accident (Continued)

File No. - 2142

6/27/88

HOUMA, LA

A/C Reg. No. N2611

Time (Lc1) - 1303 CDT

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - WATER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - HIGH VEGETATION
5. TERRAIN CONDITION - WATER

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

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

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. - 2152 7/20/88 GOLDEN MEADOW, LA A/C Reg. No. N33VX Time (Lcl) - 1924 CDT

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

Type Operating Certificate-AIR CARRIER - ALL CARGO	Aircraft Damage		Injuries		
Name of Carrier -HISPANOLA AIRWAYS	DESTROYED		Fatal	Serious	Minor
Type of Operation -NON SCHED,INTL,CARGO	Fire	Crew	3	0	0
Flight Conducted Under -14 CFR 129	NONE	Pass	0	0	0
Accident Occurred During -LANDING					None

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

Make/Model - DOUGLAS DC-6A	Eng Make/Model - P&W R-2800-CB/3	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - NO
Max Gross Wt - 100000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 2200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	EL SALVADOR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	NEW ORLEANS, LA	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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,ATP,FLT ENG	Current - YES	Total - 6000
SE LAND,ME LAND	Months Since - 11	Make/Model- 3500
	Aircraft Type - DC-6	Instrument- 3250
		Multi-Eng - 5500
		Last 24 Hrs - 10
		Last 30 Days- 25
		Last 90 Days- 110
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ABT 4.3 HRS ON AN OVERWATER FLT, THE CREW RPRTD THEY HAD 15 MIN OF FUEL REMAINING. SUBSEQUENTLY, 3 OF 4 ENGS LOST PWR FM FUEL EXHAUSTION. DRG AN EMERG LNDG, THE ACFT HIT A LEVEE & WAS EXTENSIVELY DMGD. MOST OF THE WRECKAGE CAME TO REST IN A DAINAGE CANAL. BODIES OF THE CREW WERE RCVRD FM THE WATER ON 7/22/88. DRG AN INV, NO FUEL WAS FND IN THE FUEL TANKS & NO FUEL SPILL WAS EVIDENT. RECORDS SHOWED THE ACFT HAD DEPD EL SALVADOR WITH 7 HRS OF FUEL. NO REASON FOR THE LOSS OF 2.7 HRS OF FUEL WAS VERIFIED; BUT ABT 1 MONTH AFTER THE ACNT, AN EMPLOYEE OF THE OPERATOR RPRTD FINDING AN OPEN DRAIN VLV IN THE WRECKAGE, INSIDE THE #4 ENG NACELLE. A METALLURGICAL EXAM INDCD THE VLV HAD BEEN IN AN OPEN PSN FOR AN EXTDD TIME. NO GND PSNL SAW FUEL DRAINING FM THE ACFT DRG START, TAXI OR TKOF. THE CREW HAD NO CTL OF THE VLV IN FLT. THERE WAS EVIDENCE THE #1, #2 & #3 ENGS WERE NOT PROVIDING PWR DRG IMPACT. ALL X-FEED VLV CTLS WERE FND IN X-FEED PSNS. ETHANOL WAS FND IN THE PLT'S & COPLT'S BLOOD, BUT THERE WAS EVIDENCE THAT IT WAS THE RESULTED OF POSTMORTEM CHANGES.

Brief of Accident (Continued)

File No. - 2152

7/20/88

GOLDEN MEADOW, LA

A/C Reg. No. N33VX

Time (Lcl) - 1924 CDT

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

Finding(s)

1. 3 ENGINES -
2. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. LIGHT CONDITION - DUSK
4. TERRAIN CONDITION - DIRT BANK
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

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. - 2192 11/23/88 CHALMETTE, LA A/C Reg. No. N83109 Time (Lcl) - 1240 CST

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

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

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 420 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/008 KTS</p> <p>Visibility - 9.0 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 NEW ORLEANS, LA</p> <p>Destination CHALMETTE, LA</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 - WATER</p> <p>Runway Status - WATER-CALM</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP, CFI</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - BH-206</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 8163</td> <td>Last 24 Hrs - 5</td> </tr> <tr> <td>Make/Model- 2200</td> <td>Last 30 Days- 64</td> </tr> <tr> <td>Instrument- 223</td> <td>Last 90 Days- 155</td> </tr> <tr> <td>Multi-Eng - 70</td> <td>Rotorcraft - 6033</td> </tr> </table>	Total - 8163	Last 24 Hrs - 5	Make/Model- 2200	Last 30 Days- 64	Instrument- 223	Last 90 Days- 155	Multi-Eng - 70	Rotorcraft - 6033
Total - 8163	Last 24 Hrs - 5									
Make/Model- 2200	Last 30 Days- 64									
Instrument- 223	Last 90 Days- 155									
Multi-Eng - 70	Rotorcraft - 6033									

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE CFI INSTRUCTED THE RATED PILOT TO MAKE A HYDRAULICS-OFF TAKEOFF. THE FLIGHT WAS CONDUCTED IN A FIXED FLOAT EQUIPPED HELICOPTER AND THE TAKEOFF WAS BEING ATTEMPTED FROM THE WATER. DURING THE TAKEOFF, THE RIGHT FLOAT LIFTED OFF FIRST AND THE AIRCRAFT ENTERED DYNAMIC ROLLOVER AND ROLLED LEFT, INVERTED IN THE WATER. HYDRAULICS-OFF TAKEOFFS ARE NOT NORMALLY PRACTICED FROM THE WATER.

Brief of Accident (Continued)

File No. - 2192

11/23/88

CHALMETTE, LA

A/C Reg. No. N83109

Time (Lcl) - 1240 CST

Occurrence #1 ROLL OVER
Phase of Operation TAKEOFF

Finding(s)

1. LIFT-OFF - IMPROPER - DUAL STUDENT
2. HYDRAULIC SYSTEM - DISABLED
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2084

3/24/88

AGAWAM, MA

A/C Reg. No. N352BT

Time (Lcl) - 1000 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 278 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - ACFT RADIO
Completeness - UNK/NR
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
NEWINGTON, CT
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 49
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 312	Last 24 Hrs	- 1
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- UNK/NR
		Rotorcraft	- 312

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON APPROACH TO LANDING FROM THE SOUTH AT ABOUT 2,000 YARDS FROM HIS PAD. SPEED WAS ABOUT 65 KNOTS AND WAS ABOUT 500 FEET FROM THE GROUND WHEN THE PILOT SAID HE HAD A FLASHBACK AND DOESN'T REMEMBER WHAT HAPPENED, THE HELICOPTER ROLLED OVER WHILE LANDING AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 2084

3/24/88

AGAWAM, MA

A/C Reg. No. N352BT

Time (Lcl) - 1000 EST

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
 3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation LANDING

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2163 8/05/88 ASHBURNHAM, MA A/C Reg. No. N90789 Time (Lcl) - 1715 EDT

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

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

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

Make/Model - ROBINSON R22	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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- 225/010 KTS</p> <p>Visibility - 10.0 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 STERLING, MA</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 - GRASS/TURF</p> <p>Runway Status - ROUGH</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</p> <p>HELICOPTER</p>	<p>Age - 23</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 0</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 703</p> <p>Make/Model- 295</p> <p>Instrument- 7</p> <p>Multi-Eng - 2</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- 93</p> <p>Last 90 Days- 219</p>
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Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PILOT AND FLIGHT INSTRUCTOR WERE MAKING A PRACTICE PINNACLE APPROACH. THE STUDENT PILOT TRIED TO TERMINATE THE DESCENT, BUT WAS UNABLE AND A LANDING ON ROUGH TERRAIN TOOK PLACE. THE HELICOPTER ROLLED OVER AND RECEIVED SUBSTANTIAL DAMAGE BUT THE TWO OCCUPANTS WERE NOT INJURED. THE FLIGHT INSTRUCTOR FAILED TO REALIZE THE PERFORMANCE PARAMETERS OF THE HELICOPTER WERE BEING EXCEEDED IN TIME TO TERMINATE THE APPROACH.

Brief of Accident (Continued)

File No. - 2163

8/05/88

ASHBURNHAM,MA

A/C Reg. No. N90789

Time (Lc1) - 1715 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
2. PROPER DESCENT RATE - EXCEEDED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND(CFI)

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2097 12/03/88 HANSON,MA A/C Reg. No. N6387 Time (Lcl) - 1500 EST

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

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

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

Make/Model	- CESSNA 185	Eng Make/Model	- CONTINENTAL IO-520D	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/015 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">HANSON,MA</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">CARANLAND</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 1845/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,ATP,CFI</p> <p style="padding-left: 20px;">SE LAND,ME LAND,SE SEA</p>	<p>Age - 24</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</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>- 1600</td> <td>Last 24 Hrs</td> <td>- 0</td> </tr> <tr> <td>Make/Model-</td> <td>105</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>145</td> <td>Last 90 Days-</td> <td>20</td> </tr> <tr> <td>Multi-Eng -</td> <td>500</td> <td></td> <td></td> </tr> </table>	Total	- 1600	Last 24 Hrs	- 0	Make/Model-	105	Last 30 Days-	UNK/NR	Instrument-	145	Last 90 Days-	20	Multi-Eng -	500		
Total	- 1600	Last 24 Hrs	- 0															
Make/Model-	105	Last 30 Days-	UNK/NR															
Instrument-	145	Last 90 Days-	20															
Multi-Eng -	500																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE HAD JUST LANDED WHEN THE LEFT BRAKE FAILED. IN ORDER TO AVOID HITTING TRUCKS PARKED NEAR THE RUNWAY THE PILOT ELECTED TO GROUND LOOP THE AIRCRAFT. THE SIDE LOADING ON THE LEFT LANDING GEAR DURING THE GROUND LOOP CAUSED IT TO COLLAPSE. EXAM OF AIRCRAFT BY THE FAA REVEALED THAT THE LEFT BRAKE HAD SUBSTANTIAL HYDRAULIC FLUID COVERING THE BRAKE ASSEMBLY.

Brief of Accident (Continued)

File No. - 2097

12/03/88

HANSON, MA

A/C Reg. No. N6387

Time (Lcl) - 1500 EST

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL

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

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

2. LANDING GEAR, MAIN GEAR - OVERLOAD
3. GROUND LOOP/SWERVE - INTENTIONAL -

-----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. - 2102

6/11/88

CLINTON, MD

A/C Reg. No. N2070Q

Time (Lcl) - 1430 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Fire
NONE

Crew
Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 330/009 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 - VOR/TVOR
STRAIGHT-IN
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data
HYDE FIELD

Runway Ident - 05
Runway Lth/Wid - 2820/ 30
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4500

Make/Model- 3

Instrument- 180

Multi-Eng - 1000

Last 24 Hrs - 6

Last 30 Days- 80

Last 90 Days- 120

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ENG PWR LOSS OCCURRED WHEN THE INSTRUMENT STUDENT ADVANCED THE THROTTLE TO DO A GO-AROUND WHEN THE ACFT WAS TOO HIGH TO LND ON RWY 5 FOLLOWING A SIMULATED INSTRMT APCH. THE INSTR TOOK CONTROL OF THE ACFT AND ABOUT HALF-WAY DOWN THE RWY, AT ABOUT 300 FT AGL, DID A LEFT TURN TO LAND NEXT TO RWY 31. THE ACFT LANDED HARD AND COLLAPSED THE LNDG GEAR. THE ENG EXAM DID NOT DISCLOSE EVIDENCE OF MALFUNCTION. THE ACFT HAD MADE A LONG APPROACH AT LOW POWER SETTING PRIOR TO THE SUDDEN APPLICATION OF POWER.

Brief of Accident (Continued)

File No. - 2102

6/11/88

CLINTON, MD

A/C Reg. No. N2070Q

Time (Lcl) - 1430 EDT

Occurrence #1 LOSS OF ENGINE POWER

Phase of Operation GO-AROUND (VFR)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING

Phase of Operation LANDING

Finding(s)

3. MANEUVER - IMPROPER - PILOT IN COMMAND(CFI)
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
5. STALL - INADVERTENT - PILOT IN COMMAND(CFI)

Occurrence #4 COMPLETE GEAR COLLAPSED

Phase of Operation LANDING

Finding(s)

6. LANDING GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2112 7/24/88 STEVENSVILLE, MD A/C Reg. No. N9997C Time (Lcl) - 0423 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CESSNA R182RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 260/007 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
STEVENSVILLE, MD
Destination
MONTREAL, CD

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BAY BRIDGE
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 - 33

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - C-182RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 252	Last 24 Hrs	- UNK/NR
Make/Model-	195	Last 30 Days-	3
Instrument-	38	Last 90 Days-	3
Multi-Eng -	0	Rotorcraft -	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED BAY BRIDGE ARPT AT APRX 0415 EDT. THE PASSENGER, ALSO A PLT, WAS READING BACK AN IFR CLEARANCE TO ATC WHEN COMMUNICATION ENDED IN THE MIDDLE OF A SENTENCE WITHOUT ANY SIGN OF DISTRESS. COMPARISON OF ATC AND RADAR TAPES INDICATES THAT N9997C HAD ENTERED A DESCENDING RIGHT TURN IN CLOUDS AND HAD LOST BETWEEN 700 AND 1000 FEET OF ALT DURING THE RADIO TRANSMISSION. THE ACFT CRASHED INTO THE CHESAPEAKE BAY APRX 8 MINUTES AFTER TAKEOFF. N9997C WAS LOCATED AND RECOVERY BEGAN APRX 35 DAYS AFTER THE ACCIDENT. EXAMINATION OF THE WRECKAGE FAILED TO DISCLOSE ANY FAILURE/MALFUNCTION OF THE ACFT.

Brief of Accident (Continued)

File No. - 2112

7/24/88

STEVENSVILLE, MD

A/C Reg. No. N9997C

Time (Lcl) - 0423 EDT

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

Finding(s)

1. WEATHER CONDITION - FOG
2. LIGHT CONDITION - DARK NIGHT
3. SPIRAL - INADVERTENT - PILOT IN COMMAND
4. SPATIAL DISORIENTATION - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2199 10/02/88 CUMBERLAND, MD A/C Reg. No. N7653D Time (Lcl) - 1350 EDT

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

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

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1280	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- CALM Visibility - 5.0 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 6000 FT OVERCAST Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING	Airport Proximity ON AIRPORT Airport Data MEXICO FARMS Runway Ident - 28 Runway Lth/Wid - 2180/ 200 Runway Surface - GRASS/TURF Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 44 Biennial Flight Review Current - YES Months Since - 17 Aircraft Type - C-150	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 860 Make/Model- 129 Instrument- 5 Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- UNK/NR
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT SHORTLY AFTER TAKEOFF AT AN ALTITUDE OF APRX 150 FT AGL, THE ENGINE SPUTTERED AND LOST POWER. ACCORDING TO THE POLICE REPORT, THE PILOT ATTEMPTED TO RETURN TO THE AIRPORT. DURING THE TURN THE WINGTIP CONTACTED THE GROUND AND THE AIRPLANE CARTWHEELED. THE ACCIDENT WAS NOT REPORTED FOR 7 MONTHS. A MECHANIC WHO PURCHASED THE ENGINE FROM THE PILOT/OWNER STATED THAT THERE DID NOT APPEAR TO BE ANY MECHANICAL FAILURE OF THE ENGINE OR ITS COMPONENTS. THE PILOTS RECOMMENDATION ON HOW THE ACCIDENT COULD HAVE BEEN AVOIDED WAS TO USE MORE CARBURETOR HEAT DURING THE ENGINE RUN-UP.

Brief of Accident (Continued)

File No. - 2199

10/02/88

CUMBERLAND, MD

A/C Reg. No. N7653D

Time (Lcl) - 1350 EDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - INADEQUATE - PILOT IN COMMAND
 3. FUEL SYSTEM, CARBURETOR - ICE
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. MANEUVER - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2136 6/18/88 LIVERMORE FALLS, ME A/C Reg. No. N4129Y Time (Lcl) - 1718 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	1	0	0	0

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

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

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

Eng Make/Model - LYCOMING O-320-A2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
LIVERMORE FALLS, ME
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 230/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - 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, SE SEA

Age - 45
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 2500	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE CITABRIA 7GCBC WAS OBSERVED TO MAKE A LOOP. THE LEFT WING BENT UPWARD AT THE STRUT ATTACH POINT AS THE AIRCRAFT WAS AT THE BOTTOM OF THE LOOP AND RECOVERING TO LEVEL FLIGHT. THE AIRCRAFT WAS THEN OBSERVED TO DESCEND IN A RIGHT SPIRAL AND NOT RECOVER PRIOR TO CONTACT WITH THE GROUND. IMPROPER LEFT FWD WING SPAR MANUFACTURING WAS FOUND. NO PROBLEMS WERE NOTED ON THE LEFT REAR WING SPAR. THE FWD WING SPAR FAILED WITH TENSION ON THE TOP AND COMPRESSION ON THE BOTTOM. THE REAR WING SPAR HAD TENSION ON THE BOTTOM AND COMPRESSION ON THE TOP. THE LEFT WING OUTBOARD OF THE STRUT ATTACH POINT SEPARATED FROM THE AIRCRAFT PRIOR TO IMPACT. THE LEFT AILERON WAS BENT UPWARD 90 DEGREES AT THE MIDDLE HINGE POINT WHICH CORRESPONDS TO THE STRUT ATTACH POINT. INVESTIGATION REVEALED THAT THE SLOPE OF THE GRAIN ON THE FWD WING SPAR EXCEEDED SPECIFICATIONS. ALSO TWO AREAS OF POOR BONDING WERE FOUND. THE AIRCRAFT LOG BOOKS WERE NOT FOUND.

Brief of Accident (Continued)

File No. - 2136

6/18/88

LIVERMORE FALLS, ME

A/C Reg. No. N4129Y

Time (Lc1) - 1718 EDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. WING, SPAR - FAILURE, TOTAL
 3. MATERIAL DEFECT (INADEQUATE QUALITY CONTROL) - UNKNOWN
-

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

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

Finding(s)

4. MISC EQPT/FURNISHINGS, PARACHUTE/Drag CHUTE - LACK OF
-

-----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. - 2159 8/03/88 AUBURN-LEWISTON, ME A/C Reg. No. N169WS 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 -TAXI

Aircraft Damage
SUBSTANTIAL

Fire NONE

Crew 0
Pass 0

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

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

Make/Model - ERCOUE 415C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1400
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

AUBURN-LEWISTON MUNI
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 52
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 - 10
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT OF AN ERCOUE 415C HAND-PROPPED THE AIRCRAFT WITH NO ONE AT THE CONTROLS AND THE TAIL NOT TIED DOWN. THE ENGINE STARTED AND THE ERCOUE STRUCK A PARKED, UNOCCUPIED, TIED DOWN CESSNA 170.

Brief of Accident (Continued)

File No. - 2159

8/03/88

AUBURN-LEWISTON, ME

A/C Reg. No. N169WS

Time (Lcl) - 1700 EDT

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

Finding(s)

1. TIE DOWN - NOT USED - PILOT IN COMMAND
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. STARTING PROCEDURE - IMPROPER - 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) 1,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2156

9/09/88

GREENVILLE, ME

A/C Reg. No. N6064C

Time (Lcl) - 1945 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA 182RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3G5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 200/008 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 900 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

LAWRENCE, MA

Destination

GREENVILLE, ME

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GREENVILLE

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 - 40

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 400

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT APPARENTLY COULD NOT LOCATE THE DESTINATION AIRPORT BECAUSE OF LOW CEILINGS AND GROUND FOG. BEFORE THE PILOT STARTED HIS TRIP HE WAS ADVISED BY THE FSS THAT VFR FLIGHT TO HIS DESTINATION WAS NOT RECOMMENDED. IT APPEARS THAT THE AIRCRAFT WAS FLYING LOW IN AN EFFORT TO LOCATE THE AIRPORT, WHEN IT IMPACTED TREES ABOUT 10 MILES NORTHEAST OF THE AIRPORT AND AT AN ELEVATION THAT WAS HIGHER THAN THE AIRPORT ELEVATION.

Brief of Accident (Continued)

File No. - 2156

9/09/88

GREENVILLE, ME

A/C Reg. No. N6064C

Time (Lc1) - 1945 EDT

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

Finding(s)

1. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND
2. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
6. WEATHER CONDITION - FOG

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

Finding(s)

7. TERRAIN CONDITION - RISING
8. ALTITUDE - INADEQUATE - PILOT IN COMMAND
9. LIGHT CONDITION - DUSK
10. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,8

Factor(s) relating to this accident is/are finding(s) 1,3,6,7,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2098

9/26/88

MACHIAS, ME

A/C Reg. No. N2839X

Time (Lcl) - 2045 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 Crew
NONE Pass

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

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
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 - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

MACHIAS VALLEY
Runway Ident - 36
Runway Lth/Wid - 3000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - C-177

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 355	Last 24 Hrs - 0
Make/Model- 65	Last 30 Days- 0
Instrument- 21	Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING NIGHT TAKEOFFS AND LANDINGS. HE STATED THAT HE HAD SUCCESSFULLY ACCOMPLISHED TWO FULL STOP LANDINGS. AFTER THE THIRD LANDING, HE APPLIED FULL POWER TO EXECUTE A GO-AROUND. THE PILOT SAID THE AIRPLANE PULLED TO THE LEFT SO HE REDUCED THE POWER AND THE AIRPLANE ROLLED INTO A DITCH OFF THE SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2098

9/26/88

MACHIAS, ME

A/C Reg. No. N2839X

Time (Lcl) - 2045 EDT

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2068 10/08/88 BRANSON, MO A/C Reg. No. N506WW Time (Lcl) - 1150 CDT

-----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	1	0
Accident Occurred During -APPROACH			0	3	2
					None
					0

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

Make/Model - HUGHES 500C	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2550	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 278 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	TABLE ROCK HELIPORT
Wind Dir/Speed- 180/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 3900 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2064
SE LAND	Months Since - 10	Make/Model- 450
HELICOPTER	Aircraft Type - BH-206	Instrument- 200
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 60
		Last 90 Days- 270
		Rotorcraft - 1693

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE FLIGHT WAS CONDUCTED FOR SIGHTSEEING WITH 5 PASSENGERS ONBOARD. THE PILOT TURNED ON FINAL APPROACH WITH 35 KNOTS OF AIRSPEED AND ENCOUNTERED A HIGH RATE OF DESCENT. THE HELICOPTER IMPACTED THE TERRAIN AND ROLLED ON ITS LEFT SIDE. POST ACCIDENT TESTING OF THE ENGINE, FUEL CONTROL, AND OVERRUNNING CLUTCH FAILED TO REVEAL ANY DEFICIENCIES.

Brief of Accident (Continued)

File No. - 2068

10/08/88

BRANSON,MO

A/C Reg. No. N506WW

Time (Lcl) - 1150 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
2. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
3. COLLECTIVE - IMPROPER USE OF - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2059 12/17/88 ROLLA, MO

A/C Reg. No. N704LB

Time (Lcl) - 1310 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

2

Accident Occurred During -DESCENT

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

Make/Model - CESSNA 150

Eng Make/Model - CONTINENTAL O-200-A

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 290/015 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

CUBA, MO

Destination

ROLLA, MO

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

ON AIRPORT

Airport Data

ROLLA DOWNTOWN

Runway Ident - 27

Runway Lth/Wid - 3020/ 40

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 89

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE RETURNING FROM A PERSONAL CROSS COUNTRY FLIGHT, THE NEWLY CERTIFICATED PRIVATE PILOT SAID THAT THE WINDS PICKED UP AND HE WAS BLOWN 30 MILES EAST OF HIS INTENDED COURSE. IN ADDITION, HE WAS RUNNING ONE HOUR OVER THE TIME ALLOTTED FOR THE TRIP. HE LANDED AT CUBA, MO, WHICH WAS ABOUT 20 MILES NORTHEAST OF HIS DESTINATION, TO TAKE ON ADDITIONAL FUEL. THERE WAS NO ONE IN ATTENDANCE AT THE APT, AND FUEL WAS AVAILABLE BY PHONE REQUEST. HE RATIONALIZED HE HAD ENOUGH FUEL TO MAKE HIS DESTINATION, SO HE DEPARTED THE APT. ABOUT 2 MILES SHORT OF HIS DESTINATION THE THE ENGINE LOST POWER AND AN EMERGENCY LDG WAS ATTEMPTED. THE ACFT STRUCK SOME TREES ABOUT 600 FEET SHORT OF THE RUNWAY, CARTWHEELED AND WAS SUBSTANTIALLY DAMAGED. THE PILOT HAD TWO PASSENGERS ON BOARD, WITH A THREE YEAR OLD SITTING ON THE LAP OF THE OTHER PASSENGER, WITH NO SEAT BELT RESTRAINTS FOR THE CHILD. POST ACCIDENT INVESTIGATION REVEALED THE FUEL TANKS TO BE EMPTY.

Brief of Accident (Continued)

File No. - 2059

12/17/88

ROLLA, MO

A/C Reg. No. N704LB

Time (Lc1) - 1310 CST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. BECAME LOST/DISORIENTED
5. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. 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

Finding(s)

7. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2051 12/18/88 CREVE COEUR, MO A/C Reg. No. N757YE Time (Lcl) - 1310 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/018 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 25000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CREVE COEUR, MO

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

DAVSTER FLYING FIELD

Runway Ident - 16

Runway Lth/Wid - 2258/ 28

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 28

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 21

Make/Model- 21

Instrument- 1

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT SAID THAT AFTER PRACTICING LOCALLY AND RETURNING TO THE BASE AIRPORT, HE DISCOVERED THE WINDS TO BE GREATER THAN ANTICIPATED. ON HIS THIRD ATTEMPT TO LAND, HE BOUNCED TWICE, THEN LOST CONTROL AND HIT NOSE FIRST ON THE RUNWAY. AN EIGHTY DEGREE CROSSWIND OF 18, GUSTING TO 30 KNOTS EXISTED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2051

12/18/88

CREVE COEUR, MO

A/C Reg. No. N757YE

Time (Lc1) - 1310 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - MISJUDGED - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2010 11/16/88 CHINOOK,MT

A/C Reg. No. N28EF

Time (Lcl) - 1100 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
BOZEMAN,MT
Destination
BIG SANDY,MT

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 - SNOW
Runway Status - SNOW - WET

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

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

Age - 42
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 61
Make/Model- 41
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 4
Last 30 Days- 20
Last 90 Days- 20
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS FLYING CROSS COUNTRY, SOLO, TO TAKE A PRIVATE PLT CHECKRIDE. HE SAID HE BECAME LOST AND FLEW UNTIL THE FUEL WAS EXHAUSTED. HE SELECTED A SNOW COVERED FIELD AND LANDED. AT TOUCHDOWN, THE NOSE GEAR DUG IN AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2010

11/16/88

CHINOOK, MT

A/C Reg. No. N28EF

Time (Lcl) - 1100 MST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL
1. FLUID,FUEL - EXHAUSTION
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. TERRAIN CONDITION - NONE SUITABLE

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

Finding(s)
5. TERRAIN CONDITION - SNOW COVERED

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

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

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. - 2075 9/25/88 BESSEMER CITY, NC A/C Reg. No. N7831E Time (Lcl) - 0055 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

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 - 1500
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NWS
Method - TV/RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 020/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 500 FT BROKEN
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BEAUFORT, NC
Destination
MOCKSVILLE, NC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 50
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - B-767

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 19700
Make/Model- 800
Instrument- 2000
Multi-Eng - 14200
Last 24 Hrs - 4
Last 30 Days- 80
Last 90 Days- 250
Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE HAD OBSERVED A CLOUD LAYER FORMING ALONG HIS FLT ROUTE. AT ABOUT THE SAME TIME, THE ACFT VOR RCVR FAILED. THE PLT ELECTED TO CONTINUE VFR-ON-TOP TO HIS PLANNED DESTINATION BASED ON VFR WX REPORTED BY AN ATIS BROADCAST FROM AN ARPT (CLT) WHICH WAS NEAR HIS DESTINATION. UPON ARRIVAL IN THE VICINITY OF HIS DESTINATION, THE COMM RADIO FAILED & HE FOUND THAT THERE WAS A "SOLID UNDERCAST" PRESENT. HE THEN DIVERTED TO CLT, BUT WAS UNABLE TO LOCATE IT DUE TO THE OVERCAST. WITH AN ESTIMATED 5 MINUTES OF FUEL REMAINING, HE DESCENDED THROUGH THE OVERCAST & BROKE OUT AT 200-300 FT AGL. HE OBSERVED A PAVED ROAD AND ATTEMPTED TO LAND ON IT; THE RT WING IMPACTED UNSEEN UTILITY WIRES DURING THE LDG AND THE AIRPLANE CRASHED. THE PLT STATED THAT HE CHECKED THE WX PRIOR TO T/O BY LISTENING TO NWS WX RADIO AND BY MAKING A PHONE CALL TO HIS DESTINATION. HE DID NOT OBTAIN A FSS WX BRIEFING. OCCASIONAL LOW OVERCAST CEILINGS WERE FORECAST FOR CLT, BEGINNING A FEW HRS BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2075

9/25/88

BESSEMER CITY, NC

A/C Reg. No. N7831E

Time (Lc1) - 0055 EDT

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

Finding(s)

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

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. OBJECT - WIRE, TRANSMISSION
6. COMM/NAV EQUIPMENT, VOR RECEIVER - INOPERATIVE
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. COMM/NAV EQUIPMENT, TRANSCEIVER - FAILURE, TOTAL
9. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
10. BECAME LOST/DISORIENTED
11. FLUID, FUEL - LOW LEVEL
12. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

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

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,7,9

Factor(s) relating to this accident is/are finding(s) 1,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2151 10/09/88 HATTERAS, NC A/C Reg. No. N17223 Time (Lcl) - 1955 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	0	1

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

Make/Model	- CESSNA 177B	Eng Make/Model	- LYCOMING O-360-A1F6	ELT Installed/Activated	- YES-UNK/NR
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	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	SUMMERSVILLE, WV		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	BILLY MITCHELL	
Wind Dir/Speed	- 050/006 KTS		Runway Ident	- 06
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- 3000/ 76
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		- FULL STOP
Precipitation	- NONE			
Condition of Light	- NIGHT(DARK)			

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

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 271
SE LAND	Months Since - 0	Make/Model	- 71
	Aircraft Type - C-177B	Instrument	- 62
		Multi-Eng	- 0
		Last 24 Hrs	- 3
		Last 30 Days	- 11
		Last 90 Days	- 18
		Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE INITIALLY FLARED TOO HIGH DURING THE LANDING. HE RECOVERED AND THE ACFT SUBSEQUENTLY TOUCHED DOWN "FIRMLY" ON THE MAIN GEAR. THE ACFT THEN BEGAN TO VEER TO THE RT "AS IF THE RT BRAKE WAS LOCKED". THE PLT ATTEMPTED TO ABORT THE LDG & THE ACFT PANCAKED INTO A DUNE ADJACENT TO THE RWY. A MECHANIC WHO EXAMINED THE AIRPLANE AFTERWARD REPORTED THAT THE PLT STATED TO HIM THAT THE AIRPLANE HAD LANDED HARD. THE MECH REPORTED FINDING THAT THE RT WHEEL AXLE WAS BENT WHICH HAD RESULTED IN THE FWD SIDE OF THE TIRE BEING DISPLACED OTBD. NO EVIDENCE OF BRAKE MALFUNCTION WAS FOUND. ACCORDING TO THE ARPT FACILITY DIRECTORY, THE ARPT HAD NO RWY LIGHTS AND CLOSED 30 MINUTES AFTER SUNSET. LOCAL SUNSET OCCURRED AT 1835, ACCORDING TO THE NWS. THE PLT REPORTED THE TIME OF THE ACCIDENT AT 1930. A SHERIFF'S DEPUTY WHO INVESTIGATED THE ACCIDENT REPORTED THAT IT OCCURRED AT ABOUT 1955.

Brief of Accident (Continued)

File No. - 2151

10/09/88

HATTERAS, NC

A/C Reg. No. N17223

Time (Lc1) - 1955 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. FLARE - PREMATURE - PILOT IN COMMAND

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

Finding(s)

6. LANDING GEAR, AXLE - BENT
7. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2021 10/26/88 REIDSVILLE, NC

A/C Reg. No. N4713B

Time (Lc1) - 1035 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

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

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

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

ROCKINGHAM CO
Runway Ident - 31
Runway Lth/Wid - 5200/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 25 Last 24 Hrs - 0
Make/Model- 25 Last 30 Days- 6
Instrument- 1 Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED THAT THE AIRPLANE NOSE "...WAS WANTING TO COME UP SOONER THAN IT SHOULD" DURING THE TAKEOFF ROLL ON HIS FIRST SOLO FLT; HE CHECKED THE ELEVATOR TRIM AND FOUND IT PROPERLY SET. HE ELECTED TO ABORT THE TAKEOFF. HE REDUCED THE PWR AND APPLIED THE BRAKES. THE AIRPLANE "GOT AHEAD" OF HIM AS HE WAS ATTEMPTING TO STOP, AND VEERED OFF THE LEFT SIDE OF THE RWY. THE AIRPLANE COLLIDED WITH A DITCH AND NOSED OVER. THE STUDENT NOTED THAT HIS INSTRUCTOR HAD BRIEFED HIM TO EXPECT INCREASED TAKEOFF PERFORMANCE WITH ONLY ONE PERSON ON BOARD; HOWEVER, HE WAS SUPRISED BY THE INCREASED PERFORMANCE. HE SAID HE HAD APPARENTLY APPLIED EXCESSIVE PRESSURE TO THE LEFT BRAKE WHILE ATTEMPTING TO STOP, AS THE LEFT TIRE HAD LEFT A SKID MARK ON THE RWY.

Brief of Accident (Continued)

File No. - 2021

10/26/88

REIDSVILLE, NC

A/C Reg. No. N4713B

Time (Lcl) - 1035 EDT

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

Finding(s)

1. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

4. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - ABORTED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2047 11/30/88 SALISBURY, NC A/C Reg. No. N68001 Time (Lcl) - 1130 EST

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	ROWAN COUNTY
Wind Dir/Speed	- 200/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 20
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 4200/ 100
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 32	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	Make/Model	- 18
	Aircraft Type - N/A	Instrument	- 0
		Multi-Eng	- 0
		Last 24 Hrs	- 2
		Last 30 Days	- 16
		Last 90 Days	- 18
		Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT OCCURRED DURING THE STUDENT PILOT'S FIRST SUPERVISED-SOLO FLIGHT. THE STUDENT REPORTED THAT SHE PUSHED THE ACFT'S NOSE DOWN WHILE ON FINAL APPCH AFTER REALIZING SHE WAS TOO HIGH, WHICH LED TO AN INCREASE IN AIRSPEED. THE STUDENT'S INSTRUCTOR REPORTED THAT THE AIRPLANE WAS TOO HIGH AND TOO FAST ON FINAL APRCH. THE AIRPLANE SUBSEQUENTLY MADE A 3-POINT LANDING AND BOUNCED. THE STUDENT LOWERED THE NOSE, AND THE AIRPLANE TOUCHED DOWN AGAIN AND STARTED PORPOISING. ON THE THIRD BOUNCE, THE NOSE GEAR COLLAPSED AND THE AIRPLANE SKIDDED TO A STOP. THE AIRPLANE SUSTAINED STRUCTURAL DAMAGE TO THE ENGINE FIREWALL DURING THE MISHAP.

Brief of Accident (Continued)

File No. - 2047

11/30/88

SALISBURY, NC

A/C Reg. No. N68001

Time (Lcl) - 1130 EST

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

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

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) 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. - 2181 11/28/88 OMAHA, NE A/C Reg. No. N4691H Time (Lcl) - 0842 CST

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

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

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

Make/Model	- PIPER PA-17	Eng Make/Model	- CONTINENTAL C-85-12F	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	- 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	NORTH OMAHA
Wind Dir/Speed	- 210/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 17
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Clearance	- 2480/ 40
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE
Obstructions to Vision	- NONE		Runway Surface
Precipitation	- NONE		- CONCRETE
Condition of Light	- DAYLIGHT		Runway Status
			- DRY

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

Pilot-In-Command	Age - 20	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 355	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 0	Make/Model - UNK/NR	Last 30 Days - 66
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 111
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED THE AIRPLANE TAKEOFF AND CLIMB STEEPLY TO ABOUT 100 FEET ABOVE GROUND. THE AIRPLANE THEN TURNED SHARPLY TO THE RIGHT AND CRASHED INTO THE GROUND IN A NOSE LOW ATTITUDE. INVESTIGATION REVEALED NO PROBLEMS WITH EITHER ENGINE OR AIRFRAME.

Brief of Accident (Continued)

File No. - 2181

11/28/88

OMAHA, NE

A/C Reg. No. N4691H

Time (Lcl) - 0842 CST

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

Finding(s)

1. MANEUVER - IMPROPER - 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. - 2165 9/26/88 KEENE, NH A/C Reg. No. N8289T Time (Lcl) - 1418 EDT

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

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

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES-UNK/NR
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 - UNK/NR	MARTHASVINEYARD, MA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----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 - UNK/NR	Total - 95
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 30
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RECEIVED A HEAD INJ AND WAS NOT ABLE TO RELATE THE DETAILS OF THE ACDT. THE ACFT CRASHED INTO TREES ABOUT 3 MI SHORT OF THE LANDING RWY AT THE CONCLUSION OF A CROSS COUNTRY FLT. AN FAA INSP EXAMINED THE WRECKAGE AND REPORTED THAT THE FUEL SELECTOR WAS SET ON THE RT FUEL TANK WHICH WAS EMPTY. FURTHER EXAM REVEALED THERE WAS NO FUEL IN ANY OF THE LINES BETWEEN THE FUEL SELECTOR AND THE ENG AND THERE WAS NO EVIDENCE OF A LEAK IN THE FUEL TANK SELECTED. THE LT WING BROKE OFF THE FUSELAGE DURING THE ACDT AND WAS HANGING IN A TREE AT THE TIME OF THE EXAMINATION. THE ENG WAS RUN AFTER THE ACDT AND NO EVIDENCE OF A FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2165

9/26/88

KEENE,NH

A/C Reg. No. N8289T

Time (Lc1) - 1418 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH
1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
3. OBJECT - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2171 10/02/88 DERRY, NH A/C Reg. No. N2715A Time (Lcl) - 0720 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	0	0

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

Make/Model	- BEECH V35A	Eng Make/Model	- CONTINENTAL IO-520B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- LIGHT AND VARIABLE</p> <p>Visibility - 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;">MANCHESTER, NH</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;">PRIVATE STRIP</p> <p>Runway Ident - 04</p> <p>Runway Lth/Wid - 1200/ 45</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3300
SE LAND, SE SEA	Months Since - 1	Make/Model- 400
	Aircraft Type - V35A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 14
		Last 90 Days- 27
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AFTER TAKEOFF FROM A PRIVATE AIRSTRIIP WITH A RWY WHICH HAS 1,200 FEET USEABLE LENGTH. THE FIELD ELEV IS 425 FT AND THE PLT EST THE TEMP TO BE 60 DEG F. THE PLT SAID THE TAKEOFF WAS MADE TO THE NE. THE WIND WAS REPORTED TO BE OUT OF 210 DEG AT 5 AT A NEARBY AIRPORT. HE SAID THE ACFT CLEARED THE FIRST TREES OFF THE END OF THE RWY BUT WAS UNABLE TO CLIMB OUT OF THE VALLEY WHERE THE AIRSTRIIP IS LOCATED.

Brief of Accident (Continued)

File No. - 2171

10/02/88

DERRY,NH

A/C Reg. No. N2715A

Time (Lc1) - 0720 EDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - 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) 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. - 2174

7/17/88

PRINCETON,NJ

A/C Reg. No. N6310Q

Time (Lcl) - 0845 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - MOONEY M20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

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

ELT Installed/Activated - YES/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- 260/004 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 - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PRINCETON
Runway Ident - 28
Runway Lth/Wid - 3105/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 61

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - M20F

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1219	Last 24 Hrs	- UNK/NR
Make/Model-	1100	Last 30 Days-	6
Instrument-	130	Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

THE MOONEY M20F MADE A TAKEOFF AND AS THE PILOT TURNED CROSSWIND, HE EXPERIENCED A PARTIAL POWER LOSS. HE RETURNED FOR A LANDING AND THE ENGINE SMOOTHED OUT. HE MADE EXTENSIVE GROUND RUNS AND COULD NOT DUPLICATE THE PROBLEM. HOWEVER HE DID NOT HAVE MAINTENANCE PERSONNEL LOOK AT THE AIRCRAFT. ON THE SECOND TAKEOFF, HE AGAIN LOST POWER AND THIS TIME, MADE AN OFF AIRPORT LANDING IN A FIELD. EXAMINATION OF THE ENGINE REVEALED THAT THE SPARK PLUGS HAD SOOT ON THEM. THE FUEL INJECTOR SERVO, MANIFOLD, AND NOZZLES CHECKED OUT OK; HOWEVER, THE RUBBER INTAKE BOOT BETWEEN THE AIR FILTER AND THE FUEL SERVO WAS FOUND PARTIALLY COLLAPSED.

Brief of Accident (Continued)

File No. - 2174

7/17/88

PRINCETON,NJ

A/C Reg. No. N6310Q

Time (Lc1) - 0845 EDT

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

Finding(s)

1. INDUCTION AIR CONTROL, RAM/INDUCTION AIR DUCTING - COLLAPSED
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2090 8/27/88 MANVILLE, NJ A/C Reg. No. N2445N Time (Lcl) - 1015 EDT

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

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

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 7.0 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 - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>KUPPER</p> <p>Runway Ident - 07</p> <p>Runway Lth/Wid - 3415/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 46	Last 24 Hrs - 1
	Months Since - N/A	Make/Model- 9	Last 30 Days- 6
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

AFTER COMPLETING SIX LANDINGS WITH AN INSTRUCTOR THE STUDENT PLT WAS RELEASED BY THE INSTRUCTOR FOR HIS FIRST SOLO FLT TO BE CONDUCTED AS A SERIES OF CLOSED PATTERN TOUCH-AND-GO LANDINGS. ON HIS FIRST SOLO LANDING THE STUDENT PLT LANDED NOSE WHEEL FIRST WITH A HIGH SINK RATE. THE NOSE WHEEL STEERING LINKAGE FAILED AND ON THE SECOND LANDING THE NOSE WHEEL WAS COCKED 90 DEGREES TO THE RIGHT. AT TOUCH DOWN THE ACFT DEPARTED THE RUNWAY TO THE RIGHT SHEARING THE NOSE GEAR AND DAMAGING THE PROPELLER, ENGINE MOUNTS, FIREWALL, AND UNDERSIDE LONGITUDINAL STRINGERS.

Brief of Accident (Continued)

File No. - 2090

8/27/88

MANVILLE,NJ

A/C Reg. No. N2445N

Time (Lcl) - 1015 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. AIR/GROUND COMMUNICATIONS - NOT USED - FLIGHT INSTRUCTOR(ON GROUND)
5. LANDING GEAR,STEERING SYSTEM - SHEARED

----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. - 2169

10/09/88

WRIGHTSTOWN,NJ

A/C Reg. No. N666GA

Time (Lcl) - 0915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage

NONE

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

1

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - AMERICAN AA-5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - PATWAS
Method - TELETYPE
Completeness - UNK/NR
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 - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

MCGUIRE AFB

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 - 52

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 341

Make/Model- 25

Instrument- 35

Multi-Eng - 1

Last 24 Hrs - UNK/NR

Last 30 Days- 28

Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT THE BATTERY RAN LOW WHILE HE WAS ATTEMPTING TO START HIS ACFT. HE SAID HE HAND-PROPPED THE ENG FOR SEVERAL MINUTES AND WHEN HE BECAME FATIGUED, THE PASSENGER, WHO IS ALSO A PILOT, BEGAN TO HAND PROP THE ENG. WHEN THE PASSENGER TURNED THE PROP TO POSITION IT HORIZONTALLY, THE ENG FIRED AND THE PROP STRUCK THE PASSENGER.

Brief of Accident (Continued)

File No. - 2169

10/09/88

WRIGHTSTOWN, NJ

A/C Reg. No. N666GA

Time (Lc1) - 0915 EDT

Occurrence #1 PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PASSENGER
 2. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PASSENGER
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2017 11/14/88 CARLSBAD, NM A/C Reg. No. N1044Q Time (Lcl) - 1615 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	1	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	1	1	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 310H	Eng Make/Model	- CONTINENTAL IO-470-D	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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/010 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - 15000 FT SCATTERED</p> <p>Lowest Ceiling - 20000 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 style="text-align: center;">SHREVEPORT, LA</p> <p>Destination</p> <p style="text-align: center;">EL PASO, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p> <p style="text-align: center;">STRAIGHT-IN</p>	<p>Airport Proximity</p> <p style="text-align: center;">ON AIRPORT</p> <p>Airport Data</p> <p style="text-align: center;">CAVERN CITY</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 7854/ 150</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----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, ATP, CFI	Current - YES	Total - 2190
SE LAND, ME LAND	Months Since - 1	Make/Model- 120
	Aircraft Type - PA-44	Instrument- 440
		Multi-Eng - 600
		Last 24 Hrs - 3
		Last 30 Days- 28
		Last 90 Days- 104

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON AN IFR BUSINESS/TRAINING FLT, THE ATP PLT MADE AN UNSCHEDULED FUEL STOP. ON A PRACTICE ILS APCH TO RWY 3, CIRCLING TO LAND RWY 21, THE ACFT YAWED HARD RT AND THE PLT LOST DIRECTIONAL CONTROL. THE PLT SAID IT SOUNDED AND FELT LIKE THE RT ENGINE HAD LOST POWER. THE PLT SELECTED GEAR UP AND REDUCED THE THROTTLES AND MIXTURE CONTROLS. THE PLT SAID THAT WITH THE GEAR DOWN, FLAPS AT 15 DEG, AND THE RIGHT PROPELLER NOT FEATHERED, THE AIRPLANE WOULD NOT CLIMB. HE ELECTED TO LAND BETWEEN RWY 3 AND 8, ON A DIRT AREA. DURING LANDING, THE ACFT TURNED 180 DEG AND SLID 270 FT BEFORE COMING TO REST. A POST ACCIDENT INVESTIGATION BY AN FAA INSPECTOR REVEALED THAT THE RT FUEL SELECTOR WAS IN THE RT AUXILIARY FUEL TANK POSITION. THE RT ENGINE FUEL LINES CONTAINED A FEW DROPS OF FUEL. BOTH AUX TANKS WERE EMPTY AND NO FUEL WAS FOUND IN THE DETACHED RIGHT MAIN FUEL TANK.

Brief of Accident (Continued)

File No. - 2017

11/14/88

CARLSBAD,NM

A/C Reg. No. N1044Q

Time (Lcl) - 1615 MST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. 1 ENGINE -
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND(CFI)
3. FLUID,FUEL - STARVATION
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #3 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. WHEELS UP LANDING - SELECTED - PILOT IN COMMAND(CFI)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2134 11/02/88 ELKO,NV

A/C Reg. No. N9AG

Time (Lcl) - 1453 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
ON GROUND

Crew
Pass

Fatal
2
0

Injuries
Serious
0
0

Minor
0
0

None
0
0

-----Aircraft Information-----

Make/Model - BEECH 65
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7700
No. of Seats - 3

Eng Make/Model - LYCOMING IGSO-480-A1A6
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 340 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 260/015 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 7000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELKO,NV
Destination
FARMINGTON,NM

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ELKO
Runway Ident - 23
Runway Lth/Wid - 6400/ 150
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 884
Make/Model- 103
Instrument- 40
Multi-Eng - 670
Last 24 Hrs - 5
Last 30 Days- 5
Last 90 Days- 21
Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROX 10 MIN AFTER T/O, THE PILOT STATED HE WAS RETURNING TO LAND DUE TO A PROBLEM. ON FINAL THE ACFT ROLLED INVERTED AND DESCENDED NOSE DOWN INTO A RESIDENCE. ENGINE EXAM REVEALED A FAILED SUPERCHARGER INTERMEDIATE DRIVE SHAFT GEAR RESULTING IN LOSS OF SUPERCHARGER ON THE RT ENGINE. THE DRIVE SHAFT GEAR WAS AN OBSOLETE PART. THE ACFT WAS APPROX 300 LBS OVER MAX GROSS WEIGHT. THE LNDG GEAR WAS DOWN AND THE FLAPS WERE EXTENDED APPROX 20 DEGREES. THE LEFT THROTTLE WAS FOUND IN THE FULL FORWARD (HIGH POWER) POSITION. THE RT PROP CONTROL WAS IN FULL DECREASE RPM, HIGH PITCH AND THE RT ENG MAG SWITCHES WERE OFF. WITNESSES HAD OBSERVED THE ACFT DESCEND TO BELOW TRAFFIC PATTERN ALT. AT APPROX 200 FT AGL A LOUD ENG NOISE WAS HEARD AND THE SLOW FLYING ACFT PITCHED UP, ROLLED RT AND DESCENDED VERTICALLY ABOUT 1/2 MILE FROM THE ARPT. THE PLT HAD NOT DECLARED AN EMERGENCY OR DEFINED HIS PROBLEM. THE PLT'S LAST RECORDED FLT IN THE BE-65 WAS IN FEB 1988. THERE WAS NO RECORD OF A CHECK-OUT OR FLIGHT TRAINING IN THE ACFT.

Brief of Accident (Continued)

File No. - 2134

11/02/88

ELKO,NV

A/C Reg. No. N9AG

Time (Lcl) - 1453 PST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ACCESSORY DRIVE ASSY,DRIVE SHAFT - INCORRECT
2. MAINTENANCE,OVERHAUL,MAJOR - IMPROPER - OTHER MAINTENANCE PSNL
3. ACCESSORY DRIVE ASSY,DRIVE GEAR - WORN
4. EXHAUST SYSTEM,TURBOCHARGER - FAILURE,TOTAL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. WEATHER CONDITION - GUSTS
6. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
7. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
8. INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
9. LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
10. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - COMPANY/OPERATOR MGMT

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. OBJECT - RESIDENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2081 3/12/88 GREENE, NY A/C Reg. No. N761BU Time (Lcl) - 1640 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TS10-520R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GREENE, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PRINCETON, NY	GREENE
Wind Dir/Speed- 320/008 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2650/ 200
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2319
SE LAND, ME LAND	Months Since - 20	Make/Model- 170
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 263
		Multi-Eng - 21
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 21
		Rotorcraft - 49

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF ROLL, THE AIRCRAFT DRIFTED TO THE RIGHT EDGE OF THE RUNWAY IN A SOFT-FIELD TAKEOFF ATTITUDE. THE RIGHT MAIN GEAR CONTACTED THE TOP OF A SNOWBANK. THE AIRCRAFT THEN YAWED TO THE RIGHT AND IMPACTED A SECOND SNOWBANK WHERE IT CAME TO REST.

Brief of Accident (Continued)

File No. - 2081

3/12/88

GREENE,NY

A/C Reg. No. N761BU

Time (Lcl) - 1640 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SOFT
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2122 5/01/88 LONG ISLAND CTY,NY A/C Reg. No. N7094J Time (Lcl) - 1023 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED		Injuries		
Type of Operation -SIGHTSEEING	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			1	0	3
					None
					0

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - NO -N/A
Landing Gear - EMERGENCY FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 317 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MANHATTAN,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 300/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 3700 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1785
	Months Since - 7	Make/Model- 698
HELICOPTER	Aircraft Type - BH-206	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 79
		Last 90 Days- 191
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE BELL 206B WAS ON A SIGHTSEEING FLIGHT AROUND THE ISLAND OF MANHATTAN WHEN IT EXPERIENCED A LOW ROTOR RPM SITUATION. THE PILOT SAID HE COULD NOT RECOVER ROTOR RPM AND MADE A FORCED LANDING IN THE EAST RIVER. THE PILOT AND THREE PASSENGERS EXITED THE AIRCRAFT AND HUNG ONTO THE FLOATS WHICH WERE INFLATED AND SEPARATED FROM THE AIRCRAFT. ONE PASSENGER DID NOT ESCAPE, WAS FOUND IN THE AIRCRAFT 1 1/2 HOURS LATER AND DIED OF DROWNING. A FATIGUE CRACK WAS FOUND ON THE POWER TURBINE GOVERNOR NEAR THE PY PORT WHICH WOULD CAUSE THE ENGINE TO LOSE POWER. THE PILOT AND PASSENGERS SAID A WARNING HORN IDENTIFIED AS THE LOW ROTOR WARNING HORN, STAYED ON THROUGHOUT THE DESCENT. THE LOW ROTOR RPM WARNING HORN IS DESIGNED TO SOUND WHEN A LOW ROTOR RPM CONDITION EXISTS. NO EVIDENCE OF ANY COLLECTIVE CONTROL PROBLEM WAS FOUND AND THE PILOT DID NOT MENTION A JAMMED COLLECTIVE.

Brief of Accident (Continued)

File No. - 2122

5/01/88

LONG ISLAND CTY,NY

A/C Reg. No. N7094J

Time (Lc1) - 1023 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. TURBOSHAFT ENGINE,FREE TURBINE GOVERNOR - UNDERSPEED
2. TURBOSHAFT ENGINE,FREE TURBINE GOVERNOR - CRACKED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. COLLECTIVE - IMPROPER USE OF - PILOT IN COMMAND
4. AUTOROTATION - IMPROPER - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - WATER
6. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2120

5/12/88

FARMINGDALE, NY

A/C Reg. No. N39071

Time (Lcl) - 1551 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	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 - BELL 206B

Landing Gear - SKID

Max Gross Wt - 3200

No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 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- 180/008 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - SIMULATED FORCED LANDING

Airport Proximity
ON AIRSTRIP

Airport Data

REPUBLIC

Runway Ident - 14

Runway Lth/Wid - 6827/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 431

Make/Model- 132

Instrument- 49

Multi-Eng - 1

Last 24 Hrs - 1

Last 30 Days- 23

Last 90 Days- 68

Rotorcraft - 178

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE BELL 206B WAS BEING FLOWN ON A HELICOPTER RATING RIDE WITH THE PIC IN THE RIGHT SEAT AND AN FAA INSPECTOR IN THE LEFT SEAT. THE ORAL WAS SATISFACTORY AND THE FLIGHT CHECK PROGRESSED TO AUTOROTATIONS. THE FIRST ONE WAS LONG, THE SECOND SHORT. ON THE THIRD ONE, WHICH WAS ALSO SHORT, THE FAA INSPECTOR COMMANDED A GO-AROUND. THE HELICOPTER CONTINUED TO DESCEND, AND THE FAA INSPECTOR TRIED TO ROLL ON THE THROTTLE BUT IT WOULD NOT MOVE. A LOW ROTOR RPM SITUATION DEVELOPED AND THE HELICOPTER MADE A HARD LANDING WITH THE TAILBOOM BEING STRUCK BY THE MAIN ROTOR BLADES. THE PIC SAID HE ROLLED ON THE THROTTLE. THE FAA INSPECTOR SECURED THE ENGINE AFTER THE ACCIDENT HE SAID HE REMEMBERED THE THROTTLE BEING AT FLIGHT IDLE WHEN HE SHUT IT DOWN. EXAMINATION OF THE AIRCRAFT SHOWED THAT THE THROTTLE COULD BE HELD WITH A TIGHT GRIP ON ONE SIDE MAKING IT DIFFICULT TO BE MOVED FROM THE OTHER SIDE. NO EVIDENCE OF AN ENGINE OR THROTTLE MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2120

5/12/88

FARMINGDALE, NY

A/C Reg. No. N39071

Time (Lc1) - 1551 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - IMPROPER - PILOT IN COMMAND
 2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 4. CONTROL INTERFERENCE - INADVERTENT - PILOT IN COMMAND
 5. MISC ROTORCRAFT, TAIL BOOM - SHEARED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2115 5/29/88 KINGSTON, NY A/C Reg. No. N59262 Time (Lcl) - 1815 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 - LLOYD FEARY VJ-22
Landing Gear - AMPHIBIAN
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NEWBURYPORT, MA
Destination
KINGSTON, NY

Airport Proximity
ON AIRPORT

Airport Data

KINGSTON-ULSTER
Runway Ident - 33
Runway Lth/Wid - 3250/ 20
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-177

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 479	Last 24 Hrs - 3
Make/Model- 3	Last 30 Days- 3
Instrument- 1	Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED WHEN IT SWERVED OFF THE LEFT SIDE OF THE RWY DURING A LANDING ROLL. THE HOMEBUILT HAD BEEN PURCHASED BY THE PLT APRX 5 MONTHS PRIOR TO THE ACCIDENT AND WAS INSPECTED BY A MECHANIC TO MAKE IT FERRIABLE. THREE DAYS PRIOR TO THE ACCIDENT THE MECHANIC SIGNED OFF AN ENGINE ANNUAL INSPECTION BUT WROTE IN THE ACFT LOG THAT THE OWNER DID NOT WANT AN ACFT ANNUAL INSPECTION AT THAT TIME. INSPECTION OF THE ACFT BY THE FAA FAILED TO REVEAL ANY EXCESSIVE WEAR OR UNUSUAL TAIL WHEEL DISPLACEMENT. APRX ONE AND A HALF MONTHS AFTER THE ACCIDENT THE ACFT WAS INSPECTED BY A MECHANIC WHO REPORTED THE TAILWHEEL ASSEMBLY WAS VERY WORN AND THE STEERING ABILITY WAS VERY POOR. THE PLT STATED THAT HE HAD TROUBLE WITH DIRECTIONAL CONTROL OF THE ACFT DURING THE TAKEOFF PRIOR TO THE ACCIDENT. THE PLT'S LOGBOOK DID NOT INDICATE ANY PREVIOUS EXPERIENCE IN TAILWHEEL ACFT.

Brief of Accident (Continued)

File No. - 2115

5/29/88

KINGSTON, NY

A/C Reg. No. N59262

Time (Lcl) - 1815 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - WORN
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 2082

7/16/88

LIVINGSTON MNR,NY

A/C Reg. No. N3988E

Time (Lcl) - 1100 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 -TAKEOFF

Fire

Crew

0

0

0

1

NONE

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - AERONCA S11BC

Landing Gear - FLOAT

Max Gross Wt - 1250

No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-8F

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- 330/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 45000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LIVINGSTON MNR,NY

Destination

EDISON,NJ

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,ME LAND,SE SEA

Age - 60

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2588

Make/Model- 28

Instrument- UNK/NR

Multi-Eng - 26

Last 24 Hrs - 0

Last 30 Days- 3

Last 90 Days- 28

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD JUST DEPARTED FROM THE SURFACE OF A LAKE, WHEN AT AN ALTITUDE OF 50 FT AGL AND IN A LEFT TURN, THE ENGINE QUIT. THERE WAS NOT ENOUGH ALTITUDE TO MAKE IT BACK TO THE LAKE. THE AIRCRAFT IMPACTED TREES AND WAS DESTROYED. THE PILOT HAD EXPERIENCED AN ENGINE FAILURE ON THE PREVIOUS FLIGHT & FAILED TO TAKE ANY CORRECTIVE MEASURES. HE BELIEVED HE HAD BAD FUEL.

Brief of Accident (Continued)

File No. - 2082

7/16/88

LIVINGSTON MNR,NY

A/C Reg. No. N3988E

Time (Lcl) - 1100 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL

Phase of Operation TAKEOFF - INITIAL CLIMB

1. FLUID,FUEL - CONTAMINATION

2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2190 7/18/88 MASSENA, NY A/C Reg. No. N704HT Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire NONE

Crew 0
Pass 0

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- 250/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ADIRONDACK, NY
Destination
MASSENA, NY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

MASSENA INT'L
Runway Ident - 23
Runway Lth/Wid - 5001/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 50
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- UNK/NR
Instrument- 0 Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT ON A CROSSCOUNTRY FLIGHT TO MASSENA, NEW YORK STATED THAT DURING THE LANDING APPROACH HE FELT THAT HE WAS TOO LOW AND WHEN HE TRIED TO CORRECT, THE AIRCRAFT BOUNCED. ON THE SECOND TOUCHDOWN THE NOSE GEAR COLLAPSED AND THE AIRCRAFT SLID OFF THE LEFT SIDE OF THE RUNWAY INCURRING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 2190

7/18/88

MASSENA,NY

A/C Reg. No. N704HT

Time (Lc1) - 1630 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR,NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2121

7/25/88

PALMYRA,NY

A/C Reg. No. N51413

Time (Lcl) - 1415 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
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	1	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-200A
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 250/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PALMYRA,NY

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PALMYRA AIRPARK

Runway Ident - 35

Runway Lth/Wid - 3200/ 75

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,SE SEA

Age - 64

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 782 Last 24 Hrs - 1

Make/Model- 257 Last 30 Days- 15

Instrument- 43 Last 90 Days- 23

Multi-Eng - 0 Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

CESSNA N51413 DEPARTED PALMYRA AIRPARK WITH FULL FLAPS AND CRASHED INTO A BARN ABOUT 75 FEET PAST THE DEPARTURE END OF RUNWAY 35. AFTERWARD, THE FLAP ACTUATOR WAS FOUND IN THE FLAP UP POSITION. THE PILOT SAID THAT THE ENGINE LOST 200 TO 300 RPM ABOUT 300 FEET PRIOR TO REACHING THE DEPARTURE END OF THE RUNWAY 35. THIS HAD HAPPENED BEFORE AND CARBURETOR HEAT GENERALLY CLEARED IT UP AFTER A MINUTE OR SO. A WITNESS, LOCATED IN THE ARPT BLDG WITH THE UNICOM, SAID THAT HE SAW THE ACFT WITH FULL FLAPS DOWN AND CALLED ON UNICOM "YOU'VE GOT FULL FLAPS ON, ABORT." THE PLT LATER SAID THAT HE LET THE PASSENGER MAKE A LANDING WITH FULL FLAPS AND FORGOT TO RAISE THE FLAPS PRIOR TO THE LAST TAKEOFF.

Brief of Accident (Continued)

File No. - 2121

7/25/88

PALMYRA, NY

A/C Reg. No. N51413

Time (Lcl) - 1415 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
2. FUEL SYSTEM, CARBURETOR - ICE
3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. RAISING OF FLAPS - DELAYED - PILOT IN COMMAND
6. OBJECT - BUILDING(NONRESIDENTIAL)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2146 7/27/88 POCANTICO HILLS,NY A/C Reg. No. N9715W Time (Lcl) - 0130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During -DESCENT			1	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 - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 110/004 KTS</p> <p>Visibility - .800 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 100 FT OBSCURED</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - DRIZZLE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point BLOCK ISLAND,RI</p> <p>Destination WHITE PLAINS,NY</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 WESTCHESTER</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 6550/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 17</p> <p>Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 135</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model-</td> <td>110</td> <td>Last 30 Days-</td> <td>2</td> </tr> <tr> <td>Instrument-</td> <td>2</td> <td>Last 90 Days-</td> <td>4</td> </tr> <tr> <td>Multi-Eng -</td> <td>0</td> <td>Rotorcraft -</td> <td>0</td> </tr> </table>	Total	- 135	Last 24 Hrs	- 2	Make/Model-	110	Last 30 Days-	2	Instrument-	2	Last 90 Days-	4	Multi-Eng -	0	Rotorcraft -	0
Total	- 135	Last 24 Hrs	- 2															
Make/Model-	110	Last 30 Days-	2															
Instrument-	2	Last 90 Days-	4															
Multi-Eng -	0	Rotorcraft -	0															

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PRIVATE PILOT DEPARTED IN INSTRUMENT FLIGHT CONDITIONS AGAINST THE ADVICE OF SEVERAL PEOPLE HE TALKED TO. APPROXIMATELY 1 HOUR AND 30 MINUTES AFTER DEPARTURE THE FIRST OF FOUR OR FIVE MAYDAY CALLS WERE HEARD BY BRIDGEPORT RADIO AND AN AIRCRAFT FLYING IN THE BRIDGEPORT, CT AREA. ELT SIGNALS WERE HEARD DURING VARIOUS ATTEMPTS TO MAKE CONTACT WITH N9715W AND PRIOR TO THE LAST KNOWN TRANSMISSION FROM THE AIRCRAFT WHICH WAS ABOUT 30 MINUTES BEFORE THE ACCIDENT. A WITNESS, WHO LIVES NEAR THE OUTER MARKER FOR THE ILS AT RUNWAY 16 AT WESTCHESTER COUNTY AIRPORT, HEARD AN AIRCRAFT FLY OVER HIS HOUSE TWICE, THE SECOND TIME HE THOUGHT THAT IT WAS GOING TO COLLIDE WITH THE GROUND. HE STATED THAT THE TIME WAS ABOUT 0130 AND THE WEATHER WAS "ZERO, ZERO." THE AIRCRAFT COLLIDED WITH TREES IN HILLY TERRAIN NEAR THE AIRPORT.

Brief of Accident (Continued)

File No. - 2146

7/27/88

POCANTICO HILLS,NY

A/C Reg. No. N9715W

Time (Lc1) - 0130 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - DRIZZLE
4. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
5. LIGHT CONDITION - NIGHT
6. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
7. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
8. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
10. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2126 7/30/88 MARGARETVILLE,NY A/C Reg. No. N2875A Time (Lcl) - 2045 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	1	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CRUISE

-----Aircraft Information-----

Make/Model - PIPER PA-39-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-B1A
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 6.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 6000 FT OBSCURED

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

BLOCK ISLAND,RI

Destination

NEWBURGH,NY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - PA-39

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1223

Make/Model- 1025

Instrument- 205

Multi-Eng - 1025

Last 24 Hrs - 1

Last 30 Days- 9

Last 90 Days- 29

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED BLOCK ISLAND, RI EN ROUTE TO STEWART INTERNATIONAL AIRPORT, NEWBURGH, NEW YORK, THE AIRCRAFT NEVER ARRIVED AND WAS REPORTED MISSING AUGUST 2, 1988. THE AIRCRAFT WAS MISSING UNTIL NOVEMBER 21, 1988 WHEN IT WAS FOUND NEAR MARGARETVILLE, NY BY DEER HUNTERS WHO NOTIFIED THE STATE POLICE OF THE LOCATION. THE AIRCRAFT HAD COLLIDED WITH TREES AND TERRAIN AT THE 3,300 FT LEVEL IN MOUNTAINOUS TERRAIN, WELL OFF DIRECT ROUTE OF FLIGHT.

Brief of Accident (Continued)

File No. - 2126

7/30/88

MARGARETVILLE, NY

A/C Reg. No. N2875A

Time (Lc1) - 2045 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CRUISE

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. LIGHT CONDITION - DARK NIGHT
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. BECAME LOST/DISORIENTED

-----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. - 2162 8/07/88 STORMVILLE, NY A/C Reg. No. N34BC Time (Lcl) - 1130 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	1
Accident Occurred During -LANDING			0	0	0
					None
					0

-----Aircraft Information-----

Make/Model - COCKS STARDUSTER SA-300	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1631	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	MONTGOMERY, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	STORMVILLE
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3320/ 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 - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 16004
SE LAND	Months Since - 17	Make/Model- 454
	Aircraft Type - SA-300	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 OF A STARDUSTER SA-300 WAS ON A LOCAL FLIGHT WHEN HE LANDED AT AN UNCONTROLLED AIRPORT WHICH HAD BEEN NOTAMED CLOSED AND HAD AN X ON THE APPROACH END OF THE RUNWAY. THE PILOT SAID A VEHICLE OBSCURED THE APPROACH END DURING THE APPROACH AND THEN LEFT THE RUNWAY. HE SAID HE DID NOT OBSERVE THE X ON THE RUNWAY. THE AIRCRAFT DRIFTED RIGHT AND STRUCK A VEHICLE PARKED NEXT TO THE RUNWAY. THE PILOT HAD NOT OBTAINED A WEATHER BRIEFING PRIOR TO TAKEOFF. THE X USED ON THE RUNWAY WAS 2 FT WIDE AND 16 FT LONG, MUCH SMALLER THAN RECOMMENDED BY THE FAA. THREE OTHER AIRCRAFT ALSO LANDED AT THE SAME AIRPORT WHILE THE RUNWAY WAS MARKED WITH THE X.

Brief of Accident (Continued)

File No. - 2162

8/07/88

STORMVILLE,NY

A/C Reg. No. N34BC

Time (Lc1) - 1130 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY MARKING - INADEQUATE
3. OBJECT - VEHICLE
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2157 8/07/88 QUAKER STREET,NY A/C Reg. No. N2502Z Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- BELLANCA 8KCAB	Eng Make/Model	- LYCOMING AEIO-360-H1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	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- 050/004 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 4500 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 style="padding-left: 20px;">CANASTOTA,NY</p> <p>Destination</p> <p style="padding-left: 20px;">DUANSBURG,NY</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;">KNOX</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 2400/ 60</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1206
SE LAND	Months Since - 12	Make/Model- 5
	Aircraft Type - C-172	Instrument- 183
		Last 24 Hrs - 1
		Last 30 Days- 11
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE BELLANCA 8KCAB WAS MAKING A TAKEOFF WHEN IT VEERED TO THE RIGHT. THE RIGHT MAIN LANDING GEAR CONTACTED A ROCK WALL COVERED BY WEEDS AND THE AIRCRAFT VEERED FURTHER RIGHT COMING TO REST ON THE RIGHT SIDE OF THE RUNWAY. THE PILOT WAS UNABLE TO EXPLAIN THE LOSS OF DIRECTIONAL CONTROL. THE FAA ESTABLISHED FLIGHT CONTROL CONTINUITY AND CONCLUDED THAT AIRWORTHINESS OF THE AIRCRAFT DID NOT APPEAR TO BE A FACTOR.

Brief of Accident (Continued)

File No. - 2157

8/07/88

QUAKER STREET,NY

A/C Reg. No. N2502Z

Time (Lcl) - 1430 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

2. OBJECT - WALL/BARRICADE

----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. - 2091

8/21/88

ELMIRA,NY

A/C Reg. No. N3613B

Time (Lcl) - 1035 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	0
NONE	Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS-1-26E

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 - 575

Engine Type - N/A

No. of Seats - 1

Rated Power - N/A

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

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

ELMIRA,NY

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Age - 20

Medical Certificate - NO MEDICAL

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

STUDENT

Current - N/A

Total - 12

Last 24 Hrs - 0

Months Since - N/A

Make/Model- 2

Last 30 Days- 3

Aircraft Type - N/A

Instrument- 0

Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED TO THE LOCAL POLICE THAT HE WAS HAVING TROUBLE GETTING LIFT AND WAS ATTEMPTING AN OFF AIRPORT LANDING WHEN THE ACFT STALLED AT LOW ALT AND CRASHED. THE PILOT DID NOT FILE AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 2091

8/21/88

ELMIRA,NY

A/C Reg. No. N3613B

Time (Lc1) - 1035 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. 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

Brief of Accident

Time (Lc1) - 2355 EDT

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	3
Pass	0	1	2	9

ELT Installed/Activated - YES/YES
Stall Warning System - YES

ALBANY COUNTY
Runway Ident - 28
Runway Lth/Wid - 6000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

Total	-	3939	Last 24 Hrs	-	6
Make/Model	-	1589	Last 30 Days	-	69
Instrument	-	787	Last 90 Days	-	149
Multi-Eng	-	2480			

Instrument Rating(s) - AIRPLANE

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Brief of Accident (Continued)

File No. - 2138

9/21/88

ALBANY, NY

A/C Reg. No. N170RA

Time (Lc1) - 2355 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. 1 ENGINE -
2. TURBINE ASSEMBLY, TURBINE BLADE - SEPARATION
3. FLUID, OIL - CONTAMINATION
4. LUBRICATING SYSTEM, OIL MAGNETIC PLUG - FAILURE, TOTAL
5. WARNING SYSTEM(OTHER) - FAILURE, TOTAL
6. TURBINE ASSEMBLY, TURBINE BLADE - SEPARATION

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

7. FUSELAGE - PENETRATED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2095 9/25/88 MILLBROOK,NY A/C Reg. No. N94228 Time (Lcl) - 1500 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	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-N2C	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	PLAINVILLE,CT		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	SKY ACRES	
Wind Dir/Speed	- UNK/NR		Runway Ident	- 17
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid	- 3885/ 20
Lowest Sky/Clouds	- N/A	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 4000 FT BROKEN	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 288	Last 24 Hrs - 4
SE LAND	Months Since - 1	Make/Model- 131	Last 30 Days- 8
	Aircraft Type - PA-28	Instrument- 62	Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PRIVATE PLT-IN-COMMAND WAS SEATED IN THE RIGHT SEAT AND HIS COMMERCIAL PLT-PAX WAS SEATED IN THE LEFT SEAT. THE PLT IN COMMAND WAS AT THE CONTROLS. THE ACFT WAS ON FINAL APCH. THE PLT SAID THE WIND WAS FROM 170 DEG. HE DID NOT GIVE THE WIND VELOCITY. HE SAID THE CARBURETOR HEAT WAS ON, FULL FLAPS (30 DEG) WERE DEPLOYED, AND 60-65 KIAS APCH SPEED MAINTAINED. THE PLT SAID APRX 1/2 TO 3/4 MI FROM RWY THRESHOLD, ACFT ASSUMED ABNORMAL NOSE-LOW ATTITUDE. HE CORRECTED BY ADDING PWR. HE DID NOT USE ELEVATOR CONTROL BECAUSE HE DID NOT WANT TO INDUCE A STALL. INCREASED PWR HAD NO EFFECT ON NOSE-LOW ATTITUDE. HE ADDED FULL PWR TO GO-AROUND. HE DID NOT REMEMBER ANYTHING AFTERWARDS. ACFT CRASHED 75 FT SHORT AND 60 FT LEFT OF RWY CENTERLINE.

Brief of Accident (Continued)

File No. - 2095

9/25/88

MILLBROOK,NY

A/C Reg. No. N94228

Time (Lcl) - 1500 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 2. REMEDIAL ACTION - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2094 9/26/88 ROSCOE,NY A/C Reg. No. N4518N Time (Lc1) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	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	-TAKEOFF		0	0	1	0

-----Aircraft Information-----

Make/Model	- GULFSTREAM AMERICAN AA-5B	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<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 - N/A</p> <p>Lowest Ceiling - 3000 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 SAME AS ACC/INC</p> <p>Destination NEWTON,NJ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>SKY TOP</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 1540/ 110</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 72	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 5739
SE LAND, SE SEA	Months Since - 0	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- 15
		Last 90 Days- 40
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THE ENG LOST POWER DURING TAKEOFF PAST MID-FIELD AND HE INITIATED AN ABORT. THE ACFT WAS UNABLE TO STOP IN THE REMAINING RWY AND COLLIDED WITH A DIRT EMBANKMENT PAST THE END OF THE RWY. THE OWNER OF THE ACFT IS A STUDENT PLT AND WAS THE PASSENGER ON THE FLT. HE SAID THE PILOT TOLD HIM THAT HE DID NOT THINK THAT THE ENG WAS DEVELOPING ENOUGH POWER. THE OWNER SAID THE ABORT WAS INITIATED JUST BEYOND MID-FIELD. HE SAID HE DID NOT HEAR ANY UNUSUAL NOISES FROM THE ENG OR REDUCTION OF RPM BEFORE THE ABORT WAS INITIATED. AN FAA INSPECTOR EXAMINED THE WRECKAGE AT THE ACDT SITE AND THE ENG WAS SUCCESSFULLY TEST RUN BY THE MANUFACTURER. NEITHER THE EXAM BY THE FAA NOR THE ENG RUN PROVIDED ANY EVIDENCE OF A ENG FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2094

9/26/88

ROSCOE,NY

A/C Reg. No. N4518N

Time (Lc1) - 1130 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2160 9/29/88 CARLTON CENTER, NY A/C Reg. No. N43610 Time (Lcl) - 0830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						1

-----Aircraft Information-----

Make/Model - PIPER PA-28-151	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	STROUDSBURG, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CARLTON CENTER, NY	PRIVATE
Wind Dir/Speed- 090/003 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - WET
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 - 2600
SE LAND, ME LAND	Months Since - 14	Make/Model- 1200
	Aircraft Type - C-310D	Instrument- 245
		Multi-Eng - 530
		Last 24 Hrs - 8
		Last 30 Days- 120
		Last 90 Days- 260
		Rotorcraft - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED HE WAS LANDING TO THE WEST AND TOUCHED DOWN ABOUT HALF WAY DOWN A 2,000 FT GRASS STRIP. THE PLT ALSO SAID THE GRASS WAS WET AND THE WHEEL BRAKING WAS INEFFECTIVE. THE PLT ELECTED TO KEEP THE AIRPLANE ON THE GROUND DUE TO OBSTACLES AT THE END OF THE STRIP. THE AIRPLANE CONTINUED BEYOND THE END OF THE STRIP AND STRUCK A RAILROAD TIE BARRIER. THE PLT REPORTED THE WIND TO HAVE BEEN FROM THE EAST AT 3 MPH.

Brief of Accident (Continued)

File No. - 2160

9/29/88

CARLTON CENTER,NY

A/C Reg. No. N43610

Time (Lcl) - 0830 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. TERRAIN CONDITION - WET

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - WALL/BARRICADE

-----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. - 2166

9/29/88

NEW YORK, NY

A/C Reg. No. N98305

Time (Lcl) - 2145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	
Pass	0	0	2	0	

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES-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 - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
TETERBORO, NJ
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 131	Last 24 Hrs	- UNK/NR
Make/Model	- 115	Last 30 Days	- 2
Instrument	- 4	Last 90 Days	- 9
Multi-Eng	- 3		

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A NIGHT PERSONAL PLEASURE FLT ALONG THE HUDSON RIVER BETWEEN NEW YORK AND NEW JERSEY, AT 300 FEET AGL, THE PLT TURNED THE ACFT TOWARD AN UNLIGHTED SHORE AREA AND LOST VISUAL CUES. THE PLT INADVERTENTLY FLEW THE ACFT INTO THE WATER. THE ACFT SUNK AND WAS NOT RECOVERED. THE THREE OCCUPANTS SUCCESSFULLY EXITED THE ACFT WITH MINOR INJURIES AND SWAM ASHORE.

Brief of Accident (Continued)

File No. - 2166

9/29/88

NEW YORK, NY

A/C Reg. No. N98305

Time (Lcl) - 2145 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. PROPER ALTITUDE - MISJUDGED - PILOT IN COMMAND
 2. CLEARANCE - INADEQUATE - PILOT IN COMMAND
 3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 4. LIGHT CONDITION - BRIGHT NIGHT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2145 9/29/88 CHURCHVILLE, NY A/C Reg. No. N8402V Time (Lcl) - 1820 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 137	NONE	Pass	0	1	0
Accident Occurred During -MANEUVERING			0	0	0

-----Aircraft Information-----

Make/Model - CALLAIR A-9	Eng Make/Model - LYCOMING O-540-B2B5	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	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	LEROY, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 130/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3700 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 4500 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 867
SE LAND	Months Since - 1	Make/Model- 244
	Aircraft Type - C-177	Instrument- 20
		Last 24 Hrs - UNK/NR
		Last 30 Days- 120
		Last 90 Days- 244

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ENGAGED IN AERIAL APPLICATION ACTIVITIES. WHEN HE STARTED A TURN AT LOW ALTITUDE TO ALIGN HIMSELF FOR ANOTHER SPRAY RUN THE AIRCRAFT STALLED AND STRUCK THE TERRAIN.

Brief of Accident (Continued)

File No. - 2145

9/29/88

CHURCHVILLE, NY

A/C Reg. No. N8402V

Time (Lc1) - 1820 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - AERIAL APPLICATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2167 9/30/88 SODUS BAY,NY A/C Reg. No. N74425 Time (Lcl) - 1555 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - BELLANCA 14-13-2
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-165-B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/003 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NORTH ROSE,NY
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 46

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - 14-13-2

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1539	Last 24 Hrs	- UNK/NR
Make/Model-	163	Last 30 Days-	8
Instrument-	77	Last 90 Days-	20
Multi-Eng	- 19		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A LOW LEVEL PLEASURE FLT OVER WATER THE PLT FAILED TO MAINTAIN ADEQUATE TERRAIN CLEARANCE AND THE LEFT WING CONTACTED THE WATER. THE ACFT CRASHED INTO THE WATER AND REMAINED UPRIGHT. THE PLT AND PAX EXITED THE ACFT AND WERE PICKED UP BY A PASSING BOAT. THERE WERE NO INJURIES. THE ACFT SANK AND WAS LATER SALVAGED. SUBSTANTIAL DAMAGE WAS INFLICTED ON THE LEFT WING, PROPELLER, AND ENGINE COWL.

Brief of Accident (Continued)

File No. - 2167

9/30/88

SODUS BAY, NY

A/C Reg. No. N74425

Time (Lc1) - 1555 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. CLEARANCE - INADEQUATE - PILOT IN COMMAND
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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2158

9/30/88

KIRKWOOD, NY

A/C Reg. No. N7457E

Time (Lcl) - 1920 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 210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-E
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- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
LUMBERTON, NJ
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

KIRKWOOD
Runway Ident - 33
Runway Lth/Wid - 2135/ 110
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 - 46

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 760	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ATTEMPTED TO LAND AT A PRIVATE AIRPORT AT NIGHT ON AN UNLIT RWY. A GO-AROUND WAS INITIATED AND DURING THE GO-AROUND THE ENG LOST PWR. A GEAR UP LANDING WAS MADE BEYOND THE RWY. THE INVESTIGATION REVEALED WATER IN THE FUEL SYSTEM. THE ENG WAS RUN UP AFTER THE ACCIDENT AND RAN SMOOTHLY.

Brief of Accident (Continued)

File No. - 2158

9/30/88

KIRKWOOD,NY

A/C Reg. No. N7457E

Time (Lcl) - 1920 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation GO-AROUND (VFR)
 1. FLUID,FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
 3. LIGHT CONDITION - DARK NIGHT

Occurrence #3 GEAR NOT EXTENDED
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. - 2172 10/01/88 MAYVILLE, NY

A/C Reg. No. N3112Z

Time (Lcl) - 1535 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-B2B
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- VARIABLE/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

DART
Runway Ident - 24
Runway Lth/Wid - 1800/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 90 Last 24 Hrs - UNK/NR
Make/Model- 59 Last 30 Days- 3
Instrument- 1 Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON SHORT FINAL FOR LANDING, THE FLT ENCOUNTERED TURBULENCE AND BEGAN SETTLING OVER TREES LOCATED NEAR THE END OF THE RUNWAY. IN THE ATTEMPT TO GO AROUND THE PLT ALLOWED THE ACFT TO DECELERATE. THE ACFT DRIFTED 30 DEGREES RIGHT OF THE RUNWAY AND CRASHED INTO TREES APRX ONE-QUARTER MILES RIGHT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2172

10/01/88

MAYVILLE, NY

A/C Reg. No. N3112Z

Time (Lcl) - 1535 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. OBJECT - TREE(S)
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 5. GO-AROUND - DELAYED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2183 10/09/88 AKRON, NY

A/C Reg. No. N8179C

Time (Lcl) - 1047 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

0

Serious

1

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-18-135
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D2

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 135 HP

ELT Installed/Activated - YES-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- 130/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - 5500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

AKRON

Runway Ident - 06

Runway Lth/Wid - 3310/ 48

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 44

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - C-140

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 893

Make/Model- 19

Instrument- 60

Multi-Eng - 26

Last 24 Hrs - 3

Last 30 Days- 16

Last 90 Days- 72

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIPER PA-18-135 STALLED ON TAKEOFF AND CRASHED. WITNESSES SAID THEY OBSERVED THE AIRCRAFT NOSE HIGH, NOT CLIMBING, AND AT A SLOW AIRSPEED. THEY REPORTED THAT THE AIRCRAFT BANKED LEFT AND STRUCK TREES. THE AIRCRAFT DESCENDED THROUGH THE TREES TO THE GROUND AND CAME TO REST UPSIDE DOWN. THE CFI SAID HE WAS BURNED WHILE ESCAPING THE AIRCRAFT. THE PVT PILOT RECEIVING INSTRUCTION WAS UNABLE TO ESCAPE AND DIED OF BURNS. NO PROBLEMS WERE FOUND WITH EITHER THE ENGINE OR AIRFRAME. THE AIRCRAFT LOGBOOK INCORRECTLY INDICATED THAT THE AIRCRAFT GROSS WEIGHT WAS 250 LBS TOO HIGH. THIS CONDITION HAD EXISTED SINCE 5/19/80. AT THE TIME OF THE ACCIDENT THE AIRCRAFT WAS 131 LBS OVER THE MAXIMUM GROSS WEIGHT OF 1500 LBS.

Brief of Accident (Continued)

File No. - 2183

10/09/88

AKRON, NY

A/C Reg. No. N8179C

Time (Lcl) - 1047 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - INADEQUATE - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)
4. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - OTHER MAINTENANCE PSNL
5. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
6. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2197 6/17/88 TAU, AM-SAMOA, A/C Reg. No. N202RH Time (Lcl) - 1036 HST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-SOMOA AVIATION	DESTROYED									
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0	Minor	2	None	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	13	0			
Accident Occurred During	-APPROACH										

-----Aircraft Information-----

Make/Model	- DEHAVILLAND DHC-6-100	Eng Make/Model	- P & W PT6A-20	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12300	Engine Type	- TURBOPROP		
No. of Seats	- 16	Rated Power	- 579 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	PAGO PAGO			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		TAU	
Wind Dir/Speed	- 140/015 KTS	ATC/Airspace		Runway Ident	- 17
Visibility	- 15.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 2200 -UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- VFR	Runway Surface	- GRAVEL
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 - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 19455	Last 24 Hrs - 3
ME LAND	Months Since - 3	Make/Model - 3393	Last 30 Days - UNK/NR
	Aircraft Type - DHC-6	Instrument - 9250	Last 90 Days - 305
		Multi-Eng - 18900	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPTAIN, WHO WAS FLYING THE TWIN OTTER FROM THE RIGHT SEAT, ENTERED A RIGHT HAND TRAFFIC PATTERN FOR LANDING. A LEFT QUARTERING, 15 KNOT HEADWIND, WAS GUSTING ACROSS THE AIRPORT. UPON TURNING TO THE FINAL APPROACH THE CAPTAIN REDUCED THE AIRCRAFT'S ENGINE POWER TO THE LOW SPEED RANGE FOR THE VISUAL APPROACH. AS THE AIRCRAFT NEARED THE RUNWAY THE RATE OF DESCENT ACCELERATED. THE CAPTAIN'S APPLICATION OF FULL ENGINE POWER FAILED TO ARREST THE AIRCRAFT'S RATE OF DESCENT AND THE AIRCRAFT IMPACTED THE GROUND SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2197

6/17/88

TAU, AM-SAMOA,

A/C Reg. No. N202RH

Time (Lcl) - 1036 HST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - TURBULENCE
3. WEATHER CONDITION - GUSTS
4. POWERPLANT CONTROLS - DELAYED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2133 8/01/88 XENIA, OH A/C Reg. No. N2282E Time (Lcl) - 1710 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -AERIAL OBSERVATION	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAXI					

-----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 - 2	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BLUFFTON, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	XENIA, OH	GREEN COUNTY
Wind Dir/Speed- 210/006 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3972/ 75
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3124
SE LAND	Months Since - 18	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 2500
		Last 30 Days- 100
		Instrument- 7
		Last 90 Days- 300
		Multi-Eng - 4

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING AFTER LANDING, THE LEFT WING OF THE AIRCRAFT STRUCK A SIGN RACK IN THE BACK OF A PICKUP TRUCK WHICH WAS PARKED NEXT TO THE TAXIWAY.

Brief of Accident (Continued)

File No. - 2133

8/01/88

XENIA,OH

A/C Reg. No. N2282E

Time (Lc1) - 1710 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - VEHICLE
2. DISTANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2006 11/17/88 TOLEDO, OH A/C Reg. No. N63212 Time (Lcl) - 2300 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	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/008 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 - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>TOLEDO METCALF</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 4225/ 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) UNK/NR</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</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 FOUND WRECKED ON AN AIRPORT TAXIWAY WHEN AIRPORT PERSONNEL REPORTED FOR DUTY IN THE MORNING. IT HAD BEEN STOLEN FROM THE BLUE HORIZON FLYING CLUB AT THE AIRPORT AND, ACCORDING TO THE HOBBS METER, HAD BEEN OPERATED FOR ABOUT 0.4 HOURS SINCE THE LAST READING RECORDED BY THE CLUB. THE PERSON OR PERSONS RESPONSIBLE FOR THE OPERATION AND ACCIDENT HAD NOT BEEN FOUND AS OF MAY 17, 1989. THE FLAP SETTING, THE POSITION OF THE AIRPLANE ON THE AIRPORT AND THE HOBBS READING WOULD ALL SUGGEST THAT THE ACCIDENT OCCURRED DURING AN ATTEMPTED LANDING. INJURY INDEX PRESUMED.

Brief of Accident (Continued)

File No. - 2006

11/17/88

TOLEDO, OH

A/C Reg. No. N63212

Time (Lcl) - 2300 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
2. FLARE - IMPROPER - UNKNOWN
3. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2073 7/22/88 SAYRE,OK A/C Reg. No. N771RB Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	1	0
			0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH V35B	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JENKS,OK	SAYRE MUNICIPAL
Wind Dir/Speed- 235/018 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4280/ 150
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 - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4000
SE LAND,SE SEA	Months Since - 19	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- 100
		Multi-Eng - 600
		Last 24 Hrs - 2
		Last 30 Days- 4
		Last 90 Days- 10
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THAT SHORTLY AFTER TAKEOFF, AT 200 FEET AGL, THE ENGINE QUIT. HE TRIED TO LAND ON THE REMAINING RUNWAY BUT THE AIRPLANE WENT OFF LEFT SIDE, THEN THROUGH A DITCH. NO PROBLEMS COULD BE FOUND TO CAUSE THE LOSS OF ENGINE POWER. THE ENGINE WAS LATER RUN IN A TEST CELL WITH AN FAA INSPECTOR MONITORING. WITH THE EXCEPTION OF AN RPM DROP DUE TO DAMAGE OF AN IGNITION LEAD, THE ENGINE RUN WAS NORMAL. THE PILOT REPORTED THAT THE CROSSWIND CAUSED HIM TO GO OFF THE SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2073

7/22/88

SAYRE,OK

A/C Reg. No. N771RB

Time (Lc1) - 1130 CDT

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 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2178 8/25/88 SALLISAW,OK A/C Reg. No. N2264U Time (Lcl) - 1210 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -HOVER			0	0	0	2
			0	0	0	0

-----Aircraft Information-----

Make/Model - BRANTLY B-2B	Eng Make/Model - LYCOMING VIO-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SALLISAW MUNI
Wind Dir/Speed- 350/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1740
SE LAND,ME LAND	Months Since - 2	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - BH-47D	Instrument- 72
		Multi-Eng - 36
		Last 24 Hrs - 1
		Last 30 Days- 12
		Last 90 Days- 22
		Rotorcraft - 1425

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

ACFT EXPERIENCED A HARD LANDING AND ROLLED OVER FOLLOWING A LOSS OF CONTROL IN A HOVER. PLT DELAYED CUTTING THE THROTTLE IN ORDER TO CLEAR A DITCH. INVESTIGATION REVEALED THAT THE TAIL ROTOR DRIVESHAFT COUPLING RETAINING SCREW HAD SEPARATED. THE SEPARATION ALLOWED A DISCONNECT IN THE TAIL ROTOR DRIVESHAFT AND LOSS OF TAIL ROTOR DRIVE. THE REASON FOR THE SCREW FAILURE WAS NOT DETERMINED. ACFT HAD JUST BEEN RETURNED TO SERVICE FOLLOWING EXTENSIVE REPAIRS FOR DAMAGE SUSTAINED IN A PREVIOUS HARD LANDING.

Brief of Accident (Continued)

File No. - 2178

8/25/88

SALLISAW,OK

A/C Reg. No. N2264U

Time (Lc1) - 1210 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - AERIAL

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT COUPLING - FAILURE, TOTAL
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - DISCONNECTED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - DITCH
5. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND

Occurrence #4 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2129 9/24/88 ARDMORE,OK A/C Reg. No. N5337M Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass	0	1	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- NORD 1101	Eng Make/Model	- RENAULT 6-10A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6000	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- 310/008 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">ARDMORE,OK</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">ARDMORE DOWNTOWN</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 5000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p>	<p>Age - 55</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 - NORD</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 9000</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 2</td> <td>Last 30 Days- 25</td> </tr> <tr> <td>Instrument- UNK/NR</td> <td>Last 90 Days- 75</td> </tr> <tr> <td>Multi-Eng - 3500</td> <td>Rotorcraft - 0</td> </tr> </table>	Total - 9000	Last 24 Hrs - 2	Make/Model- 2	Last 30 Days- 25	Instrument- UNK/NR	Last 90 Days- 75	Multi-Eng - 3500	Rotorcraft - 0
Total - 9000	Last 24 Hrs - 2									
Make/Model- 2	Last 30 Days- 25									
Instrument- UNK/NR	Last 90 Days- 75									
Multi-Eng - 3500	Rotorcraft - 0									

Instrument Rating(s) - NONE

-----Narrative-----

IMMEDIATELY AFTER LIFTOFF, THE AIRPLANE ABRUPTLY TURNED LEFT, NOSED DOWN, AND STRUCK THE GROUND. EXAMINATION OF THE ELECTRICAL PITCH CONTROL OF THE PROPELLER REVEALED THE PROPELLER BLADES TO BE IN THE HIGH PITCH, LOW RPM POSITION. DUE TO EXTREME DAMAGE OF THE SYSTEM, IT COULD NOT BE DETERMINED WHY THE PROPELLER PITCH HAD CHANGED ON TAKEOFF. NEITHER THE PLT NOR PAX COULD REMEMBER THE ACC. WITNESSES STATED THAT THE PROP NOISE CHANGED AFTER TAKEOFF AND THE ACFT GAINED VERY LITTLE ALT PRIOR TO THE LEFT TURN.

Brief of Accident (Continued)

File No. - 2129

9/24/88

ARDMORE,OK

A/C Reg. No. N5337M

Time (Lc1) - 1430 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES - UNDERSPEED
 2. PROPELLER SYSTEM/ACCESSORIES,ELECTRIC PITCH CTL - IMPROPER
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2168 10/26/88 MUSKOGEE,OK A/C Reg. No. N4715B Time (Lcl) - 1215 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI		Other 0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MUSKOGEE,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DAVIS FIELD
Wind Dir/Speed- 100/009 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7200/ 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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 80
SE LAND	Months Since - 3	Make/Model- 70
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ACFT'S LEFT WING STRUCK A TRUCK THAT WAS PARKED ADJACENT TO THE TAXIWAY. AFTER INITIAL IMPACT, THE ACFT VEERED LEFT AND THE NOSE ALSO STRUCK THE TRUCK. THE PLT STATED THAT HE WAS CONCENTRATING ON A RAMP SWEEPER THAT WAS MOVING DOWN THE TAXIWAY IN FRONT OF THE TRUCK AND HE MISJUDGED THE CLEARANCE BETWEEN HIS ACFT AND THE TRUCK.

Brief of Accident (Continued)

File No. - 2168

10/26/88

MUSKOGEE,OK

A/C Reg. No. N4715B

Time (Lc1) - 1215 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - VEHICLE
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. 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

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. - 2141 12/21/88 OKLAHOMA CITY,OK A/C Reg. No. N99636 Time (Lcl) - 1448 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - ERCOUPE 415C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1260
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- 150/013 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
OKLAHOMA CITY,OK
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 42

Biennial Flight Review

Current - NO
Months Since - 30
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 400	Last 24 Hrs	- UNK/NR
Make/Model-	350	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 FLIGHT, THE AIRPLANE APPEARED TO GO INTO A STEEP BANKED SPIRAL FROM WHICH IT DID NOT RECOVER. IT STRUCK A TWO-CAR DETACHED GARAGE AND THEN THE GROUND. INSPECTION REVEALED THAT THE FABRIC OF BOTH WINGS HAD BEEN INSTALLED IMPROPERLY, AND PART OF THE FABRIC ON THE LEFT WING HAD COME LOOSE IN FLIGHT.

Brief of Accident (Continued)

File No. - 2141

12/21/88

OKLAHOMA CITY,OK

A/C Reg. No. N99636

Time (Lcl) - 1448 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. WING,SKIN - NOT SECURED
2. AIRCRAFT PROTECTIVE COVERING - IMPROPER - OTHER MAINTENANCE PSNL
3. WING,SKIN - FRAYED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

4. SPIRAL - UNCONTROLLED -

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
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) 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. - 2123 1/24/88 WAYNESBURG, PA A/C Reg. No. N3467R Time (Lcl) - 1300 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	ON GROUND	Pass	1	0	0
Accident Occurred During -TAKEOFF			1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182L	Eng Make/Model - CONTINENTAL O-470R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

<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- 200/012 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 12000 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 SAME AS ACC/INC</p> <p>Destination UNK/NR</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>GREEN COUNTY</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - 3500/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 14</p> <p>Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 586</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 281</td> <td>Last 30 Days- 15</td> </tr> <tr> <td>Instrument- 76</td> <td>Last 90 Days- 53</td> </tr> <tr> <td>Multi-Eng - 10</td> <td>Rotorcraft - 0</td> </tr> </table>	Total - 586	Last 24 Hrs - 1	Make/Model- 281	Last 30 Days- 15	Instrument- 76	Last 90 Days- 53	Multi-Eng - 10	Rotorcraft - 0
Total - 586	Last 24 Hrs - 1									
Make/Model- 281	Last 30 Days- 15									
Instrument- 76	Last 90 Days- 53									
Multi-Eng - 10	Rotorcraft - 0									

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER DEPARTURE FROM RUNWAY 26, THE AIRCRAFT ENGINE FAILED. THE AIRCRAFT BANKED TO ABOUT 90 DEGREES, DESCENDED AND IMPACTED THE GROUND. A FLIGHT INSTRUCTOR DESCRIBED THE WIND AS VERY GUSTY AND VARYING OUT OF THE SOUTH AT APPROXIMATELY 10-20 KNOTS. THE POST ACC ENG TEARDOWN SHOWED THAT THE ROCKER ARM ASSEMBLY FOR THE #1 CYLINDER HAD FAILED. LAB EXAM OF THE FAILURE SHOWED FATIGUE CRACKS AT THE FRACTURE ORIGINS.

Brief of Accident (Continued)

File No. - 2123

1/24/88

WAYNESBURG, PA

A/C Reg. No. N3467R

Time (Lcl) - 1300 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY,ROCKER ARM/TAPPET - FATIGUE
2. ENGINE ASSEMBLY,ROCKER ARM/TAPPET - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. WEATHER CONDITION - CROSSWIND
4. AIRCRAFT CONTROL - IMPROPER - PILOT IN COMMAND
5. WEATHER CONDITION - GUSTS
6. WEATHER CONDITION - HIGH WIND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,7

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2025 3/29/88 ALLENTOWN, PA A/C Reg. No. N114FH Time (Lc1) - 1000 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	1

-----Aircraft Information-----

Make/Model - BELL 206L
Landing Gear - SKID
Max Gross Wt - 2000
No. of Seats - 7

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
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
ALLENTOWN, PA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
ALLENTOWN

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL

HELICOPTER

Age - 33
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4200 Last 24 Hrs - 0
Make/Model- 3700 Last 30 Days- UNK/NR
Instrument- 236 Last 90 Days- 45
Rotorcraft - 4200

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN FAA FLIGHT CHECK AN AUTOROTATIONAL DESCENT WAS MADE WITH A PLANNED POWER RECOVERY, THE HELICOPTER FELL THROUGH THE MANEUVER AND COLLIDED WITH THE GROUND. THE MAIN ROTOR BLADES FLEXED DOWNWARD, STRIKING THE HORIZONTAL FIN WINGLETS AND THE TAIL BOOM.

Brief of Accident (Continued)

File No. - 2025

3/29/88

ALLENTOWN, PA

A/C Reg. No. N114FH

Time (Lcl) - 1000 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED -
 2. AUTOROTATION - IMPROPER - PILOT IN COMMAND
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 4. ADEQUATE ROTOR RPM - 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) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2111 5/27/88 LAIRDSVILLE, PA A/C Reg. No. N5164H Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Pass
NONE 0 0

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - CALM
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HONESDALE, PA
Destination
WILLIAMSPORT, PA

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 - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 50
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 100	Last 24 Hrs	- UNK/NR
Make/Model	- 96	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 CESSNA 172 TOOK OFF ON A SOLO X-C FLIGHT WITH A STUDENT PILOT/OWNER OPERATOR AT THE CONTROLS. AFTER TAKEOFF. THE PILOT REPORTED A LOSS OF ENGINE POWER AND MADE AN OFF AIRPORT FORCED LANDING IN A PLOWED FIELD. THE NOSE WHEEL DUG IN AFTER APPROX 200 FT AND THE AIRCRAFT FLIPPED OVER. DURING POST ACC EXAM THE ENGINE WAS TORN DOWN AND APPROX 1 PINT OF OIL WAS FOUND INSIDE. THREE CONNECTING RODS WERE TIGHT AND DRY FROM LACK OF LUBRICATION. NO EVIDENCE OF OIL LEAKAGE FM THE ENGINE WAS FOUND. THE OIL PUMP HAD NOT FAILED AND THE OIL LINES WERE TIGHT AND HAD BEEN PRESSURE CHECKED TO 220 PSI. THE SPARK PLUGS EXHIBITED NORMAL IGNITION SIGNATURES AND NO EVIDENCE OF BLOWBY WAS FOUND.

Brief of Accident (Continued)

File No. - 2111

5/27/88

LAIRDSVILLE, PA

A/C Reg. No. N5164H

Time (Lc1) - 1300 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
 2. FLUID, OIL - EXHAUSTION
 3. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2147 6/17/88 SPRINGTOWN, PA A/C Reg. No. N114FH Time (Lcl) - 1845 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-POSITIONING	Fire		2	0	0	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-CRUISE						

-----Aircraft Information-----

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28B	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBO shaft		
No. of Seats	- 7	Rated Power	- 500 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	MANVILLE, NJ	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	COOPERSBURG, PA	
Wind Dir/Speed	- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	- COMPANY (VFR)	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	- VFR	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- N/A
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3702	Last 24 Hrs - 4
SE LAND	Months Since - 18	Make/Model - UNK/NR	Last 30 Days - 43
HELICOPTER	Aircraft Type - V-234	Instrument - 183	Last 90 Days - 92
			Rotorcraft - 3495

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE IN CRUISE FLIGHT, GROUND WITNESSES OBSERVED THE HELICOPTER MAKE TWO VIOLENT ROLL MANEUVERS FOLLOWED BY AN IN-FLIGHT BREAKUP. AIRCRAFT WRECKAGE WAS SPREAD OVER AN AREA OF APPROXIMATELY 10 ACRES. EXAMINATION OF THE WRECKAGE REVEALED THAT THE COLLECTIVE IDLER LINK AND RETAINING PIN ASSEMBLY WERE MISSING AND THE LOWER ATTACHING STUD OF THE IDLER LINK SHOWED EVIDENCE OF FAILURE. THE STUD WAS BENT IN THE DIRECTION OPPOSITE TO THE DIRECTION OF ROTATION AND SHEARED NUT THREADS AND COTTER PIN REMAINS WERE FOUND IN THE STUD THREADS AND COTTER PIN HOLE, RESPECTIVELY. THE H-SHAPED IDLER LEVER THAT CONNECTS THE UPPER END OF THE IDLER LINK TO THE SWASHPLATE DRIVE COLLAR WAS FOUND ATTACHED TO THE COLLAR AND SHOWED NO EVIDENCE OF DISTRESS. IT COULD NOT BE DETERMINED WHY THE RETAINING PIN CONNECTING THE COLLECTIVE IDLER LINK TO THE IDLER LEVER SEPARATED.

Brief of Accident (Continued)

File No. - 2147

6/17/88

SPRINGTOWN,PA

A/C Reg. No. N114FH

Time (Lcl) - 1845 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL,SWASHPLATE ASSEMBLY - DISENGAGED
 2. ROTOR SYSTEM,MAIN ROTOR BLADE - DISINTEGRATED
 3. FUSELAGE - PENETRATED
-

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. - 2173 7/24/88 SMOKETOWN, PA A/C Reg. No. N33743 Time (Lcl) - 1615 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 - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES-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

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 - 26
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 110
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- UNK/NR
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENG LOST POWER AT ABOUT 300 FT AGL AFTER TAKEOFF. A FORCED LANDING WAS MADE IN A CORN FIELD. DURING THE LANDING ROLL THE AIRCRAFT NOSED OVER. THE WRECKAGE WAS EXAMINED AFTER THE ACCIDENT AND WATER WAS DISCOVERED IN THE FUEL SYSTEM. THE GASCOLATOR WAS FULL OF WATER AND THE LEFT FUEL TANK, WHICH WAS THE TANK SELECTED, CONTAINED 12 OZ OF WATER.

Brief of Accident (Continued)

File No. - 2173

7/24/88

SMOKETOWN, PA

A/C Reg. No. N33743

Time (Lcl) - 1615 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB
1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - 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 - CROP
4. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2088 8/18/88 WELLSVILLE, PA A/C Reg. No. N7772J Time (Lcl) - 1900 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 - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BOEING A75N1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 2

Eng Make/Model - CONTINENTAL R-670
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- 360/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
ROULETTE, PA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

WELLSVILLE
Runway Ident - 28
Runway Lth/Wid - 4900/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 61
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - A-75

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 2000	Last 24 Hrs - UNK/NR
Make/Model- 400	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 43
Multi-Eng - 10	Rotorcraft - 20

Instrument Rating(s) - NONE

-----Narrative-----

A PRIVATE PLT ON A LOCAL FLIGHT MADE A STOPOVER LANDING ON RUNWAY 28. THE PLT REPORTED THAT DURING THE LANDING FLARE, HE WAS TEMPORARILY BLINDED BY THE SETTING SUN DIRECTLY IN THE FLIGHT PATH. AT TOUCHDOWN THE AIRPLANE WEATHERVANED INTO THE RIGHT CROSSWIND, THE PLT LOST DIRECTIONAL CONTROL AND THE ACFT GROUND LOOPED TO THE RIGHT. THE PLANE ROLLED INTO A DITCH.

Brief of Accident (Continued)

File No. - 2088

8/18/88

WELLSVILLE, PA

A/C Reg. No. N7772J

Time (Lcl) - 1900 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. WEATHER CONDITION - CROSSWIND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH

----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. - 2087 8/19/88 COATESVILLE, PA A/C Reg. No. N49142 Time (Lcl) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152 II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHESTER, PA
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)
STUDENT

Age - 28
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 - 34 Last 24 Hrs - 1
Make/Model- 34 Last 30 Days- 3
Instrument- 0 Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS RETURNING TO THE AIRPORT FOLLOWING A 1 HR LOCAL FLIGHT. HE STATED THAT THE ENGINE SPUTTERED AND LOST POWER. THE PLT SELECTED A FIELD FOR A FORCED LANDING AND APPROACHED IT FROM WEST TO EAST. THE PLANE STRUCK A ROAD SHORT OF THE FIELD AND THE NOSE GEAR WAS SHEARED OFF. THE AIRCRAFT SKIDDED INTO A CORN FIELD AND CAME TO REST, NOSE DOWN, FACING WEST. A POST ACCIDENT INSPECTION BY AN FAA INSPECTOR REVEALED THAT THE LEFT FUEL TANK WAS EMPTY, AND THE RIGHT TANK HAD 3/4 OF A GALLON IN IT. A FUEL SAMPLE SHOWED NO CONTAMINATION. THE PILOT SAID HE ESTIMATED THAT BOTH TANKS WERE HALF FULL WHEN HE TOOK OFF. IN HIS REPORT, THE PILOT REPORTED 3 GALLONS ON BOARD AT TAKEOFF.

Brief of Accident (Continued)

File No. - 2087

8/19/88

COATESVILLE, PA

A/C Reg. No. N49142

Time (Lc1) - 1930 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL

Phase of Operation CRUISE

1. FLUID, FUEL - EXHAUSTION

2. REFUELING - NOT PERFORMED - PILOT IN COMMAND

3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - ROADWAY/HIGHWAY

Occurrence #4 NOSE DOWN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2161

8/21/88

FREEPORT, PA

A/C Reg. No. N172RQ

Time (Lcl) - 0830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Fatal	Injuries			None
	Serious	Minor		
Crew 0	0	0		1
Pass 0	0	0		1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 310/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PITTSBURGH, PA
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

MCVILLE
Runway Ident - 21
Runway Lth/Wid - 2268/ 200
Runway Surface - GRASS/TURF
Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 238	Last 24 Hrs - 0
Make/Model- 55	Last 30 Days- 1
Instrument- 15	Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT HE HAD LANDED ON THE 2268 FT LONG, SOD STRIP ON SEVERAL PREVIOUS OCCASIONS. HE SAID THERE WAS A RIGHT CROSSWIND AT ABOUT 6 KTS. THE ACFT WAS TOO HIGH AND GO-AROUNDS WERE MADE FOLLOWING THE FIRST TWO APPROACHES. ON THE THIRD APPROACH, THE ACFT TOUCHED DOWN AT MIDFIELD. THE PLT APPLIED THE BRAKES BUT THEY WERE INEFFECTIVE ON THE WET GRASS. THE ACFT WENT OFF THE END OF THE RWY AND DOWN A SLOPE. A SHORT WAY DOWN THE SLOPE, THE ACFT ENCOUNTERED TALL VEGETATION AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2161

8/21/88

FREEPORT, PA

A/C Reg. No. N172RQ

Time (Lcl) - 0830 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. TERRAIN CONDITION - WET
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DOWNHILL
6. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2089 9/03/88 PARKER CITY, PA A/C Reg. No. N2568N Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	2
Pass 0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Itinerary

Last Departure Point
BEAVER FALLS, PA
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 3.000 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND,ME SEA

Age - 48

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - C-310R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3857	Last 24 Hrs - 0
Make/Model- 27	Last 30 Days- 46
Instrument- 810	Last 90 Days- 141
Multi-Eng - 2809	Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO PERFORM LANDINGS AT SOME NEARBY APTS TO PREPARE THE STUDENT FOR AN UPCOMING CHECK FLT. LANDINGS WERE COMPLETED AT TWO APTS AND THE PIC, AN ATP/CFI, REQUESTED RADAR VECTORS TO ANOTHER APT. APPROACH CONTROL WAS UNABLE TO FIND THE ACFT ON RADAR AND THE PLT ADVISED THAT HIS TRANSPONDER WAS INOP. THE PLT THEN CANCELLED HIS REQUEST AND LEFT THE APPROACH CONTROL FREQ. ABOUT 20 MIN LATER THE PLT AGAIN CALLED APPROACH CONTROL AND REQUESTED RADAR ASSISTANCE. THE PLT SAID HIS TRANSPONDER AND VOR WERE BOTH INOP AND WHEN ASKED, HE WAS UNSURE OF HIS POSITION. RADAR CONTACT WAS NEVER ACQUIRED AND FUEL EXHAUSTION RESULTED IN A FORCED LANDING. THE NOSE GEAR COLLAPSED DURING THE LANDING. THE VOR BENCH CHECKED OK AFTER THE ACFT BUT THE TRANSPONDER WAS INOP.

Brief of Accident (Continued)

File No. - 2089

9/03/88

PARKER CITY, PA

A/C Reg. No. N2568N

Time (Lcl) - 1400 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. BECAME LOST/DISORIENTED
3. COMM/NAV EQUIPMENT, TRANSPONDER - INOPERATIVE
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - 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)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
6. FLARE - MISJUDGED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2176 10/06/88 NEW CASTLE, PA A/C Reg. No. N2542D Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries			
Type of Operation -INSTRUCTIONAL	Fire NONE	Crew 0	Fatal 0	Serious 0	Minor 2	None 0
Flight Conducted Under -14 CFR 91		Pass 0				
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/006 KTS Visibility - 3.000 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 1500 FT OVERCAST Obstructions to Vision- NONE Precipitation - DRIZZLE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TOUCH AND GO	Airport Proximity ON AIRPORT Airport Data NEW CASTLE Runway Ident - 31 Runway Lth/Wid - 2855/ 100 Runway Surface - ASPHALT Runway Status - WET
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 21 Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - PA-28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 500 Last 24 Hrs - 5 Make/Model- 100 Last 30 Days- 160 Instrument- 70 Last 90 Days- 200
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI AND STUDENT PLT WERE PRACTICING TOUCH AND GO LANDINGS. THE CFI SAID THE LANDING WAS LONG AND THE AIRCRAFT WAS NOT QUITE ALIGNED WITH THE RWY. BY THE TIME THE AIRCRAFT WAS REALIGNED AND UNDER CONTROL THE CFI THOUGHT THERE WAS INSUFFICIENT RWY TO STOP SO HE ADDED POWER TO TAKEOFF. THERE WERE TREES OFF THE END OF THE RWY AND THE ACFT CLEARED THE FIRST ROW OF TREES BUT COLLIDED WITH THE SECOND ROW AND CRASHED IN THE FIELD BEYOND.

Brief of Accident (Continued)

File No. - 2176

10/06/88

NEW CASTLE, PA

A/C Reg. No. N2542D

Time (Lcl) - 1500 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

1. AIRSPEED - EXCESSIVE - DUAL STUDENT
2. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2128 11/05/88 MONOGHAN, PA A/C Reg. No. N91036 Time (Lcl) - 0110 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			None
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	1	0	0	0	0
Flight Conducted Under -14 CFR 135	ON GROUND	0	0	0	0	0
Accident Occurred During -CRUISE						

-----Aircraft Information-----

Make/Model - CESSNA 207	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ENDICOTT,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	THOMASVILLE,PA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1250 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 2500 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 16000
SE LAND,ME LAND,SE SEA	Months Since - 5	Make/Model- UNK/NR
	Aircraft Type - C-207	Instrument- 1050
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

EVIDENCE INDICATES THAT THE AIRPLANE FLEW STRAIGHT INTO THE SIDE OF A 1320 FT MOUNTAIN AT THE 1280 FT LEVEL. THE RECOMMENDED MINIMUM FLIGHT ALTITUDE FOR THIS DESIGNATED MOUNTAINOUS AREA, AT NIGHT, IS 3500 FT. THERE WAS NO EVIDENCE OF ANY MECHANICAL PROBLEMS.

Brief of Accident (Continued)

File No. - 2128

11/05/88

MONOGHAN, PA

A/C Reg. No. N91036

Time (Lcl) - 0110 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CRUISE

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2099 12/29/88 ALLENTOWN, PA A/C Reg. No. N2518T 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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - NAVION NA-1
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3315
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520B
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- 270/010 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALLENTOWN, PA
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

ALLENTOWN
Runway Ident - 24
Runway Lth/Wid - 7600/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 415 Last 24 Hrs - UNK/NR
Make/Model- 2 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 PILOT STATED THAT HE EXPERIENCED A LOSS OF POWER SHORTLY AFTER TAKEOFF AND LANDED BACK ON THE RUNWAY. THE LANDING WAS HARD AND THE RIGHT WING WAS DAMAGED. THE FAA INVESTIGATOR CHECKED THE ENGINE AND FUEL SYSTEM FOR POSSIBLE CONTAMINANTS AND WATER. NO WATER OR CONTAMINANTS WERE FOUND AND THE ENGINE WAS STARTED AND RUN TO ABOUT ONE THIRD POWER. THE PILOT/MECHANIC HAD JUST PERFORMED AN ANNUAL INSPECTION AND WAS PERFORMING A MAINTENANCE TEST FLIGHT. THE PILOT/MECHANIC STATED HE HAD OPERATED THE ENGINE FOR ABOUT 20 MINUTES ON THE GROUND.

Brief of Accident (Continued)

File No. - 2099

12/29/88

ALLENTOWN,PA

A/C Reg. No. N2518T

Time (Lcl) - 1500 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. POWERPLANT - UNDETERMINED
-

Occurrence #2 HARD LANDING
Phase of Operation TAKEOFF
2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2092 9/16/88 W.KINGSTON,RI A/C Reg. No. N47CS Time (Lcl) - 2215 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -HOVER			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - ROBINSON R-22	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 - 131 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 - 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 - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point W. KINGSTON,RI</p> <p>Destination WARWICK,RI</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>HELICOPTER</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - R-22</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 223</p> <p>Make/Model- 223</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 22</p> <p>Last 90 Days- 52</p> <p>Rotorcraft - 223</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID IT WAS A CLEAR, CALM NIGHT. WHEN HE GOT TO HIS HELICOPTER HE FOUND THE WINDSHIELD COVERED WITH A HEAVY DEW. HE CLEANED THE WINDSHIELD BUT DURING TAKEOFF THE DEW REFORMED ON THE WINDSHIELD AND HE LOST ALL VISUAL REFERENCES OUTSIDE THE HELICOPTER. THE HELICOPTER ROLLED OVER AND CRASHED.

Brief of Accident (Continued)

File No. - 2092

9/16/88

W.KINGSTON,RI

A/C Reg. No. N47CS

Time (Lcl) - 2215 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - CONTAMINATION
4. VISUAL LOOKOUT - RESTRICTED -
5. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ROLL 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) 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. - 2186 7/12/88 WALTERBORO, SC A/C Reg. No. N465JR Time (Lcl) - 0730 EDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD		Aircraft Damage			Injuries		
Type of Operation	-OTHER WORK USE	SUBSTANTIAL		Fatal	0	Serious	1
Flight Conducted Under	-14 CFR 133	Fire	Crew	0	0	Minor	0
Accident Occurred During	-HOVER	NONE	Pass	0	0	None	0

-----Aircraft Information-----

Make/Model	- BELL TH-1L	Eng Make/Model	- LYCOMING T53-L13BA	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 9500	Engine Type	- TURBOSHAFT		
No. of Seats	- 2	Rated Power	- 1400 HP		

-----Environment/Operations Information-----

<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 - 5.0 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>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;">COMMERCIAL, ATP, CFI</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 5</p> <p style="padding-left: 20px;">Aircraft Type - TH-1L</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 7334</p> <p style="padding-left: 20px;">Make/Model- 3900</p> <p style="padding-left: 20px;">Instrument- 560</p> <p style="padding-left: 20px;">Last 24 Hrs - 6</p> <p style="padding-left: 20px;">Last 30 Days- 82</p> <p style="padding-left: 20px;">Last 90 Days- 212</p> <p style="padding-left: 20px;">Rotorcraft - 6520</p>
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Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE MILITARY SURPLUS HELICOPTER EXPERIENCED A 42 DEGREE GEAR BOX FAILURE WHILE LIFTING A LOAD OF LOGS. THE HELICOPTER SUBSEQUENTLY LANDED HARD AS THE PLT WAS ATTEMPTING TO AUTOROTATE TO A LDG. METALLURGICAL EXAMINATION OF THE GEARBOX REVEALED THAT A GEAR TOOTH ON THE INPUT QUILL PINION HAD FAILED DUE TO FATIGUE. NO EVIDENCE OF PREEXISTING DAMAGE OR IMPROPER OVERHAUL PROCEDURES WAS FOUND. THE GEARBOX TSO WAS ABOUT 440 HRS. THE 42 DEG GEAR BOX MAY BE OVERHAULED ON CONDITION. INVESTIGATION REVEALED THAT THE HELICOPTER HAD EXPERIENCED IN EXCESS OF 13,000 LIFT CYCLES IN 380 HRS SINCE IT WAS PLACED IN SERVICE IN A LOGGING OPERATION. THE HELICOPTER HAD BEEN FAA-CERTIFICATED IN THE RESTRICTED CATEGORY FOR EXTERNAL LOAD OPERATIONS; HOWEVER, BELL RPTS THAT THE ACFT WAS NOT DESIGNED FOR REPEATED HEAVY LIFTING. THERE HAVE BEEN AT LEAST 2 OTHER SIMILAR FAILURES INVOLVING SURPLUS UH-1/TH-1 HELICOPTERS USED IN LOGGING OPERATIONS. THE LANDING SITE WAS STREWN WITH CUT TIMBER AND SMALL TREES.

Brief of Accident (Continued)

File No. - 2186

7/12/88

WALTERBORO, SC

A/C Reg. No. N465JR

Time (Lcl) - 0730 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation HOVER

Finding(s)

1. ROTOR DRIVE SYSTEM, INTERMEDIATE GEAR BOX(42 DEG) - FATIGUE
2. ROTOR DRIVE SYSTEM, INTERMEDIATE GEAR BOX(42 DEG) - FAILURE, TOTAL
3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
4. INADEQUATE CERTIFICATION/APPROVAL, AIRCRAFT - FAA(ORGANIZATION)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. AUTOROTATION - ATTEMPTED -
7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2029 8/26/88 CHARLESTON, SC A/C Reg. No. N120DL Time (Lcl) - 2025 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-DELTA AIRLINES INC.	NONE						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	1	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	3	5
Accident Occurred During	-CRUISE							50

-----Aircraft Information-----

Make/Model	- BOEING 767	Eng Make/Model	- GEN. ELECTRIC CF6-8042	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 327000	Engine Type	- TURBOFAN		
No. of Seats	- 264	Rated Power	- 50000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	FT. LAUDERDALE, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	HARTFORD, CT	Runway Ident - N/A
Wind Dir/Speed- 180/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 21697
SE LAND, ME LAND	Months Since - 6	Make/Model- 1378
	Aircraft Type - B-767	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 8
		Last 90 Days- 114
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 41000 FEET THE FLIGHT ENCOUNTERED SEVERE TURBULENCE. THE PILOT WAS IN THE PROCESS OF DEVIATING AROUND THUNDERSTORM ACTIVITY WHEN THE TURBULENCE WAS ENCOUNTERED. THE PILOT SAID THAT THE TSTM WAS NOT VISIBLE ON RADAR AND CIRRUS CLOUDS PRECLUDED EARLIER VISUAL DETECTION OF THE TSTM. A FLIGHT ATTENDANT IN THE REAR GALLEY WAS THROWN TO THE CEILING. THE FLIGHT ATTENDANT SUSTAINED SERIOUS BACK INJURIES. FOOD AND OTHER CABIN DEBRIS WERE SCATTERED THROUGHOUT THE CABIN. CONVECTIVE ACTIVITY WAS NOT FORECAST FOR THE AIRSPACE IN WHICH THE FLIGHT WAS OPERATING.

Brief of Accident (Continued)

File No. - 2029

8/26/88

CHARLESTON, SC

A/C Reg. No. N120DL

Time (Lcl) - 2025 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
2. SEAT BELT SIGN - DELAYED - 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. - 2108 10/01/88 RIDGELAND, SC A/C Reg. No. N26827 Time (Lc1) - 1115 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 - TAXI		0	0	0	1

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5A	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ALBANY, GA	RIDGELAND
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 5.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3100/ 70
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
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)
PRIVATE	Current - UNK/NR	Total - 322
SE LAND	Months Since - UNK/NR	Make/Model - 104
	Aircraft Type - AA-5A	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days - 2
		Last 90 Days - 13
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE LEFT BRAKE FAILED TO FUNCTION DURING TAXI WHEN HE ATTEMPTED TO REDUCE SPEED AND TURN 180 DEG INTO T/O POSITION. THE AIRPLANE BEGAN TO TRACK TO THE RIGHT. HE RELEASED BRAKE PRESSURE ON BOTH PEDALS THINKING THAT HE MIGHT HAVE BEEN APPLYING PRESSURE TO THE RUDDER PEDAL INSTEAD OF THE BRAKE PEDAL. HE THEN REAPPLIED PRESSURE AND EXPERIENCED THE SAME RESULTS. AT THAT POINT, HE REDUCED THE POWER TO IDLE. THE AIRPLANE RAN OFF THE SIDE OF THE RWY. TRAVELED DOWN AN EMBANKMENT, AND FLIPPED OVER. EXAM OF THE ACFT REVEALED A HOLE IN THE LEFT BRAKE-SYSTEM PRESSURE LINE BEHIND THE CO-PLT BRAKE PEDALS. THE HOLE HAD RESULTED FROM CHAFING BETWEEN A MOUNTING CLAMP & THE LINE. THE LINE & CLAMP WERE PROPERLY INSTALLED. THE HOLE WAS NOT VISIBLE UNTIL THE CLAMP WAS REMOVED. CORROSION WAS ALSO NOTED ON THE LINE IN THE AREA OF THE HOLE. A SEARCH OF FAA SDR'S REVEALED NO REPORTS OF SIMILAR FAILURES.

Brief of Accident (Continued)

File No. - 2108

10/01/88

RIDGELAND, SC

A/C Reg. No. N26827

Time (Lcl) - 1115 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - CORRODED
2. LANDING GEAR, NORMAL BRAKE SYSTEM - CHAFED
3. LANDING GEAR, NORMAL BRAKE SYSTEM - LEAK

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

4. TAXISPEED - EXCESSIVE - PILOT IN COMMAND
5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

6. TERRAIN CONDITION - DOWNHILL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 2177 9/04/88 CHARLESTON, TN A/C Reg. No. N1281T Time (Lcl) - 1235 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
Injuries	0	0	0	1
	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC

Wind Dir/Speed- 200/007 KTS
Visibility - 4.000 SM

Lowest Sky/Clouds - 400 FT SCATTERED
Lowest Ceiling - 5000 FT OVERCAST

Obstructions to Vision- FOG
Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLUMBIA, SC

Destination
CHATTANOOGA, TN

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C24R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	577	Last 24 Hrs	-	3
Make/Model	-	14	Last 30 Days	-	29
Instrument	-	92	Last 90 Days	-	159
Multi-Eng	-	9			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT WHILE IN CRUISE FLIGHT HE HAD A PARTIAL THEN TOTAL ELECTRICAL FAILURE. DURING THE OFF-AIRPORT EMERGENCY LANDING ON A WET, GRASSY FIELD, THE PILOT WAS UNABLE TO STOP BEFORE SLIDING INTO A CULVERT. EXAMINATION OF THE AIRPLANE REVEALED THAT BOTH BELTS FOR THE ACCESSORY DRIVE WERE MISSING FROM THE ENGINE AREA. THE AIRCRAFT WAS BEING FERRIED TO NEW OWNERS.

Brief of Accident (Continued)

File No. - 2177

9/04/88

CHARLESTON, TN

A/C Reg. No. N1281T

Time (Lcl) - 1235 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL
 2. ACCESSORY DRIVE ASSY - INOPERATIVE
 3. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. WEATHER CONDITION - CLOUDS
 5. TERRAIN CONDITION - GRASS
 6. TERRAIN CONDITION - WET
 7. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2040 9/15/88 COVINGTON, TN

A/C Reg. No. N2833M

Time (Lcl) - 1300 CDT

-----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

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/005 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
GREENVILLE, MS
Destination
COVINGTON, TN

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
SE LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 13000
Make/Model- 11000
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - 4
Last 30 Days- 100
Last 90 Days- 300
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE SUDDENLY BEGAN TO RUN ROUGH AND BACKFIRE DURING A PIPELINE PATROL FLIGHT AT 300 FT AGL. THE ROUGHNESS WORSENER AND THE PLT MADE A FORCED LDG ON A DIRT ROAD. DURING ROLLOUT, ONE OF THE WINGS CAUGHT VEGETATION BORDERING THE ROAD AND THE AIRPLANE VEERED OFF THE ROAD INTO A DITCH. EXAM OF THE AIRPLANE REVEALED THAT IT WAS SUPPLEMENTAL TYPE CERTIFICATED FOR THE USE OF AUTOMOTIVE GASOLINE, AND THAT IT WAS FUELED WITH AUTO GAS. EXAM OF THE LYC O-290-D2 ENGINE REVEALED THAT THE #4 EXHAUST VALVE WAS STUCK OPEN, AND HEAVY CARBON DEPOSITS WERE PRESENT ON THE VALVE. THE VALVES IN THE #3 CYL WERE FOUND TO BE BURNED. LYCOMING DOES NOT RECOMMEND THE USE OF AUTO GAS IN LYCOMING ACFT ENGINES. SERVICE LETTER L199 NOTES THAT GUMS CAN FORM IN AUTO FUELS WHICH CAN CAUSE STICKING VALVES. FAA AC 91.33A CONTAINS SEVERAL CAUTIONS ON THE USE OF THE AUTO FUEL CONCERNING QUALITY CONTROL, GUM FORMATION, VOLATILITY & CARB ICING.

Brief of Accident (Continued)

File No. - 2040

9/15/88

COVINGTON, TN

A/C Reg. No. N2833M

Time (Lcl) - 1300 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - CONTAMINATION
2. ENGINE ASSEMBLY, VALVE, EXHAUST - SEIZED
3. FLUID, FUEL GRADE - IMPROPER
4. INSUFFICIENT STANDARDS/REQUIREMENTS - FAA(ORGANIZATION)
5. INADEQUATE CERTIFICATION/APPROVAL - FAA(ORGANIZATION)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL
6. TERRAIN CONDITION - HIGH VEGETATION
7. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2080 10/02/88 LA FOLLETTE, TN A/C Reg. No. N7484Y Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-320-B1B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	LANSING, MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	KNOXVILLE, TN	
Wind Dir/Speed- 350/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 700 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 673
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 139
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED AN AUTOPILOT PROBLEM AND WAS NOT ABLE TO MAINTAIN CONTROL OF THE AIRPLANE. THE AIRFRAME COMPONENTS WERE SCATTERED IN A CIRCULAR PATTERN. ALL FRACTURES DISPLAYED OVERLOAD FAILURES. THE WRECKAGE EXAMINATION FAILED TO DISCLOSE ANY SYSTEM OR COMPONENT FAILURE. THE AIRPLANE CENTER SECTION WAS DESTROYED BY THE POST CRASH FIRE.

Brief of Accident (Continued)

File No. - 2080

10/02/88

LA FOLLETTE, TN

A/C Reg. No. N7484Y

Time (Lcl) - 1230 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. SPATIAL DISORIENTATION - PILOT IN COMMAND
 3. AUTOPILOT/FLIGHT DIRECTOR - UNDETERMINED
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - 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) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2049 10/14/88 HIXSON, TN A/C Reg. No. N169WC Time (Lcl) - 1817 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		1	0	0	0
Flight Conducted Under	-14 CFR 91						
Accident Occurred During	-CRUISE	NONE		0	0	0	0
		Crew					
		Pass					

-----Aircraft Information-----

Make/Model	- CAMERON AIR COMMAND	Eng Make/Model	- ROTAX 532	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 42 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	CHATTANOOGA, TN	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	UNK/NR	
Wind Dir/Speed	- CALM		Runway Ident
Visibility	- 10.0 SM	ATC/Airspace	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	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 - 40	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
NONE	Current	- N/A	Total
	Months Since	- N/A	4
	Aircraft Type	- N/A	Make/Model
			4
			Instrument
			0
			Last 24 Hrs
			- UNK/NR
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- UNK/NR
			Rotorcraft
			- 4

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE GYROCOPTER OSCILLATING IN THE PITCH AXIS AS IT PASSED OVERHEAD IN CRUISE FLIGHT. A "WHITE OR SHINY" OBJECT DEPARTED THE GYROCOPTER. THE AIRCRAFT THEN ROLLED RIGHT, DESCENDED AND COLLIDED WITH THE TREES AND GROUND, INVERTED. ONE PROPELLER BLADE HAD SEPARATED FROM THE AIRCRAFT AND WAS FOUND 520 FEET FROM THE CRASH SITE. THERE WAS EVIDENCE THAT THE SEPARATED PROPELLER BLADE AND ONE MAIN ROTOR BLADE HAD COLLIDED INFLIGHT.

Brief of Accident (Continued)

File No. - 2049

10/14/88

HIXSON, TN

A/C Reg. No. N169WC

Time (Lcl) - 1817 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE
1. CYCLIC - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER TRAINING - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2050 10/15/88 BENTON, TN A/C Reg. No. N9847E Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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 -CLIMB

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - SCHWEIZER SGU-2-22E

Landing Gear - HULL

Max Gross Wt - UNK/NR

No. of Seats - 2

Eng Make/Model - N/A

Number Engines - N/A

Engine Type - N/A

Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- LIGHT AND VARIABLE

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BENTON, TN

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI

SE LAND, ME LAND

GLIDER

Age - 65

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 17000

Make/Model- 26

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-----

AS THE STUDENT PILOT WAS ATTEMPTING A DUAL AERIAL TOW FLIGHT AT 100 FEET AGL, HE EXPERIENCED DIFFICULTY IN STAYING BEHIND THE TOW PLANE. THE INSTRUCTOR TOOK OVER THE CONTROLS AND WHILE APPLYING FULL RIGHT AILERON NOTED NO AILERON MOVEMENT. AT 300 FEET AGL THE STUDENT RELEASED THE GLIDER FROM THE TOW PLANE. THE INSTRUCTOR SUBSEQUENTLY STALLED THE AIRCRAFT WHILE ATTEMPTING TO LAND IN AN OPEN FIELD AND SETTLED INTO TREES. EXAMINATION OF THE AIRCRAFT DISCLOSED THAT THE PINS CONNECTING THE AILERONS AND PILOT CONTROLS WERE NOT INSTALLED. THEY WERE NOT LOCATED AT THE ACCIDENT SITE NOR IN THE STAGING AREA. THE INSTRUCTOR STATED THAT HE HAD FLOWN THIS AIRCRAFT 3 TIMES EARLIER THAT DAY.

Brief of Accident (Continued)

File No. - 2050

10/15/88

BENTON, TN

A/C Reg. No. N9847E

Time (Lcl) - 1330 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB

Finding(s)

1. FLIGHT CONTROL,AILERON - DISCONNECTED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
 3. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2107 11/03/88 ROGERSVILLE, TN A/C Reg. No. N734ZM Time (Lcl) - 0830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BRISTOL, TN
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

HAWKINS COUNTY
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	528
Make/Model-	199
Instrument-	5
Multi-Eng -	0
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	65
Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS FERRYING THE AIRPLANE TO OBTAIN SCHEDULED MAINTENANCE. UPON ARRIVAL OVER THE ARPT, HE FOUND THAT THE ONLY RWY WAS CLOSED FOR MAINTENANCE. HE THEN ELECTED TO LAND ON A TAXIWAY. HE MADE A SHORT-FIELD LDG AND APPLIED THE BRAKES "FIRMLY" AFTER TOUCHDOWN. BOTH TIRES BLEW OUT DURING THE LDG ROLL, AND HE LOST CONTROL OF THE ACFT. THE ACFT COLLIDED W/ A PARKED TRUCK AND A FENCE. EXAM OF THE ACFT TIRES REVEALED THAT THEY HAD BLOWN OUT AS A RESULT OF EXCESSIVE BRAKING. THE DISTANCE FROM THE TAXIWAY ENTRANCE AT THE RWY EDGE TO THE TRUCK WAS APPROXIMATELY 500 FT. SEVERAL HANGARS & OTHER OBSTACLES WERE LOCATED OFF THE END OF THE TAXIWAY ALONG THE ACFT'S INITIAL DIRECTION OF TRAVEL. EXAM OF A CESSNA 172N INFO MANUAL REVEALED THAT ABOUT 500 FT WAS REQUIRED FOR THE LDG ROLL GIVEN THE CONDITIONS REPORTED BY THE PLT. A NOTAM (D) WHICH ADVISED OF THE CLOSED RWY WAS ISSUED 2 DAYS EARLIER, AND WAS IN EFFECT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2107

11/03/88

ROGERSVILLE, TN

A/C Reg. No. N734ZM

Time (Lcl) - 0830 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. NOTAMS - NOT OBTAINED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
6. OBJECT - VEHICLE
7. OBJECT - FENCE

-----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. - 2103 11/14/88 MOHAWK, TN A/C Reg. No. N9575F Time (Lcl) - 1217 EST

-----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	2	0	0
Accident Occurred During -DESCENT			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING HIO-360-D1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2050	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 190 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MORRISTOWN, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COOPER FIELD
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2250/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 756
	Months Since - 6	Make/Model- 604
HELICOPTER ,GYROPLANE	Aircraft Type - 18A	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 53
		Last 90 Days- 107
		Rotorcraft - 756

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER HAD LANDED AT A PRIVATE AIRSTRIIP AND THE INSTRUCTOR DEPLANED. THE DUAL STUDENT REMAINED IN THE HELICOPTER WITH THE ENGINE RUNNING. THE CFI REBOARDERD AND THE STUDENT MADE THE TAKEOFF. LATER, ON DOWNWIND IN TRAFFIC PATTERN, A WITNESS REPORTED A LOUD NOISE FROM THE ENGINE. THE MAIN ROTOR WAS OBSERVED TO SLOW NOTICEABLY AND THE HELICOPTER ENTERED A VERY STEEP DESCENT, IMPACTING THE GROUND ABOUT 1,000 FEET SOUTH OF THE RUNWAY. THE ENGINE ROD BOLTS ON THE NUMBER FOUR CYLINDER HAD FRACTURED. EXAMINATION OF THE FLIGHT CONTROLS REVEALED NO EVIDENCE OF PREIMPACT FAILURE. ONE OF THE ROD BOLTS WAS METALLURGICALLY EXAMINED AND SHOWED CRACKING THROUGH 25 PERCENT OF THE BOLT. THE FATIGUE WAS ATTRIBUTED TO INSUFFICIENT PRELOAD ON THE BOLT. THE ENGINE HAD 813 HRS SINCE A MAJOR OVERHAUL AND 36 HRS SINCE ANNUAL INSPECTION.

Brief of Accident (Continued)

File No. - 2103

11/14/88

MOHAWK, TN

A/C Reg. No. N9575F

Time (Lc1) - 1217 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD BOLT - FATIGUE
2. MAINTENANCE,OVERHAUL - INADEQUATE - OTHER MAINTENANCE PSNL
3. ENGINE ASSEMBLY,PISTON - BURNED
4. MAINTENANCE,100 HOUR INSPECTION - INADEQUATE - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. AUTOROTATION - DELAYED -
6. 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) 1,2,3,5,6

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2079 12/09/88 ALCOA, TN A/C Reg. No. N120G Time (Lcl) - 0600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	1	0	0	0
Accident Occurred During -APPROACH			0	0	0

-----Aircraft Information-----

Make/Model - AERO COMMANDER 720	Eng Make/Model - LYCOMING GSO-480-B1A6	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 340 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FORT LAUDERDALE, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	ALCOA, TN	MCGHEE TYSON
Wind Dir/Speed- 030/003 KTS	ATC/Airspace	Runway Ident - 05L
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8006/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - WET
Obstructions to Vision- FOG	FORCED LANDING	
Precipitation - RAIN		
Condition of Light - DAWN		

-----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 - 4103
SE LAND, ME LAND	Months Since - 9	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ENCOUNTERING ICING CONDITIONS IN FLIGHT AND EXPERIENCING PROBLEMS MAINTAINING ALTITUDES AND HEADINGS, THE PILOT ELECTED TO DIVERT FROM HIS PLANNED DESTINATION OF DAYTON, OH TO KNOXVILLE, TN. WHILE ON FINAL APPROACH AFTER DESCENDING 1300 FT BELOW MINIMUM PROCEDURE TURN ALTITUDE FOLLOWED BY BEING TOLD THE AIRCRAFT WAS WELL ABOVE THE GLIDESLOPE, ATC INSTRUCTED THE PILOT TO MAINTAIN 3000 FT. SHORTLY THEREAFTER, ATC REPORTED THE MODE C INDICATED 1900. THE PILOT RESPONDED WITH "ENGINE QUIT". THE AIRCRAFT CRASHED IN A PASTURE ABOUT 1 MILE FROM THE AIRPORT. THE INVESTIGATION REVEALED THAT THE AIRCRAFT WAS NOT EQUIPPED TO OPERATE IN ICING CONDITIONS. THE EVIDENCE INDICATED THAT THE FLAPS AND LANDING GEAR WERE EXTENDED. APPROXIMATELY 40 LBS OF COCAINE WERE FOUND ONBOARD THE AIRCRAFT. THE TOX REPORT FOR THE PILOT DISCLOSED .05 MG/L BENZOYLECGONITE (COCAINE METABOLITE) IN HIS BLOOD. THE PILOT HAD RECEIVED A WEATHER BRIEFING WHICH INCLUDED A FREEZING LEVEL AT 7000 FT AND FILED A FLIGHT PLAN REQUESTING A CRUISING ALTITUDE OF 14000 FT.

Brief of Accident (Continued)

File No. - 2079

12/09/88

ALCOA, TN

A/C Reg. No. N120G

Time (Lcl) - 0600 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
3. 1 ENGINE -
4. INDUCTION AIR CONTROL/SYSTEM - ICE
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
8. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
9. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,7

Factor(s) relating to this accident is/are finding(s) 1,2,6,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2130

1/26/88

FRIONA, TX

A/C Reg. No. N313B

Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH G35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2775
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/011 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SWEETWATER, TX
Destination
FRIONA, TX

Airport Proximity
ON AIRSTRIP

Airport Data

LEWELLEN SPRAYING
Runway Ident - 23
Runway Lth/Wid - 3800 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 55
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 10909	Last 24 Hrs - UNK/NR
Make/Model- 680	Last 30 Days- UNK/NR
Instrument- 20	Last 90 Days- 5
Multi-Eng - 0	Rotorcraft - 1523

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN ON THE LANDING STRIP, THE LEFT LANDING GEAR COLLAPSED, AND THE AIRPLANE WENT OFF THE LEFT SIDE OF THE STRIP. THE AIRPLANE WENT INTO A WATER PIT, AND STRUCK A PUMP STATION AND ASSOCIATED EQUIPMENT. LATER THE PILOT STATED TO HIS SON THAT HE HAD NOT BEEN FEELING WELL DURING THE FLIGHT, AND ALSO THAT THE ELECTRICAL EQUIPMENT HAD NOT BEEN WORKING PROPERLY. HE SAID HE COULD NOT GET A DOWN AND LOCKED INDICATION FOR THE LANDING GEAR, BUT HAD NOT USED THE EMERGENCY EXTENSION SYSTEM. DURING THE POST-ACCIDENT INVESTIGATION, IT WAS FOUND THAT THE IGNITION SWITCH WAS NOT WORKING PROPERLY, AND THAT THERE WAS AN INTERCONNECT BETWEEN THE IGNITION SWITCH AND THE BATTERY SWITCH. THE BATTERY WOULD NOT BECOME OPERATIONAL AFTER THE BATTERY SWITCH WAS TURNED ON, UNTIL THE IGNITION SWITCH WAS "WIGGLED".

Brief of Accident (Continued)

File No. - 2130

1/26/88

FRIONA, TX

A/C Reg. No. N313B

Time (Lcl) - 1430 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation OTHER

Finding(s)

1. ELECTRICAL SYSTEM, BATTERY - FAILURE, PARTIAL
2. IGNITION SYSTEM, IGNITION SWITCH - FAILURE, PARTIAL

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. GEAR DOWN AND LOCKED - NOT ATTAINED -
4. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - NOT ENGAGED
5. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
6. PHYSICAL IMPAIRMENT - PILOT IN COMMAND

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - SUBMERGED OBJECT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2132 2/19/88 EL PASO, TX

A/C Reg. No. N634SA

Time (Lcl) - 0958 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
2	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Fire Crew
ON GROUND Pass

-----Aircraft Information-----

Make/Model - AERO COMMANDER 680
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7000
No. of Seats - 6

Eng Make/Model - LYCOMING GSO-480-B1A6
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 340 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- 020/007 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 600 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

PALM SPRINGS, CA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

EL PASO INTL

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 - 56

Biennial Flight Review

Current - YES

Months Since - 24

Aircraft Type - B-35

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 3012

Make/Model- 95

Instrument- 13

Multi-Eng - 101

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED, NON MULTIENGINE RATED PILOT, WHOSE MEDICAL HAD EXPIRED, LOST CONTROL OF THE AIRCRAFT DURING AN IFR FLIGHT IN INSTRUMENT METEOROLOGICAL CONDITIONS. THE AIRCRAFT CRASHED AND BURNED. THE PILOT WAS ATTEMPTING TO RETURN AND LAND AFTER HE REPORTED A LANDING GEAR PROBLEM. IT COULD NOT BE DETERMINED WHAT LANDING GEAR MALFUNCTION EXISTED.

Brief of Accident (Continued)

File No. - 2132

2/19/88

EL PASO, TX

A/C Reg. No. N634SA

Time (Lcl) - 0958 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LANDING GEAR - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. PLANNING-DECISION - POOR - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND
7. LACK OF TOTAL INSTRUMENT TIME - 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. - 2131 2/28/88 EAGLE LAKE, TX

A/C Reg. No. N8721Z

Time (Lcl) - 1412 CST

-----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

1

2

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA P206D

Eng Make/Model - CONTINENTAL IO-520-A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3600

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 285 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 260/007 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

FRIENDSWOOD, TX

Destination

LULING, TX

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - VFR

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

ON AIRPORT

Airport Data

EAGLE LAKE

Runway Ident - 35

Runway Lth/Wid - 3430/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 47

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1239

Last 24 Hrs - 0

Make/Model- 1196

Last 30 Days- UNK/NR

Instrument- 306

Last 90 Days- 13

Multi-Eng - 0

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN INFLIGHT FIRE ERUPTED FOLLOWING THE SEPARATION OF THE NUMBER 4 CYLINDER. A METALLURGIST DETERMINED THAT STUDS FAILED IN FATIGUE. THE AIRCRAFT CONTINUED TO BURN AFTER THE EMERGENCY LANDING AND WAS COMPLETELY DESTROYED. THE ACFT HAD AN ANNUAL INSPECTION WITHIN THE PAST 30 DAYS AND HAD FLOWN 20 HRS SINCE. THE ENGINE HAD BEEN OVERHAULED 150 HOURS PREVIOUSLY.

Brief of Accident (Continued)

File No. - 2131

2/28/88

EAGLE LAKE, TX

A/C Reg. No. N8721Z

Time (Lc1) - 1412 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation DESCENT - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
2. ENGINE ASSEMBLY - FATIGUE
3. MAINTENANCE, OVERHAUL, MAJOR - POOR - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 FIRE
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2018 3/19/88 WEATHERFORD, TX A/C Reg. No. N10842 Time (Lcl) - 1640 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

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)
STUDENT

Age - 25
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 25 Last 24 Hrs - 1
Make/Model- 25 Last 30 Days- 10
Instrument- 0 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

A FORCED LANDING WAS ATTEMPTED FOLLOWING A COMPLETE ENG FAILURE. THE PLT OVERSHOT THE INTENDED TOUCHDOWN PT AND PULLED THE ACFT OFF THE GRND IN AN ATTEMPT TO CLEAR A BUSY HWY. HOWEVER, THE ACFT STRUCK WIRES LOCATED NEXT TO THE ROAD. EVIDENCE INDICATED THAT THE ENG FAILURE WAS CAUSED BY THE FATIGUE FAILURE OF THE 4 BOLTS THAT ATTACHED THE CLUSTER GEAR TO THE CAMSHAFT. ONE OF THE BOLT HEADS WAS JAMMED BETWEEN THE CLUSTER GEAR AND THE CRANKSHAFT GEAR, WHICH SEIZED THE ENG. THE FATIGUE FAILURES APPEARED TO BE THE RESULT OF IMPROPER TORQUE APPLICATION DURING THE PREVIOUS INSTALLATION.

Brief of Accident (Continued)

File No. - 2018

3/19/88

WEATHERFORD, TX

A/C Reg. No. N10842

Time (Lcl) - 1640 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING

Finding(s)

1. ACCESSORY DRIVE ASSY,DRIVE GEAR - SEPARATION
2. ACCESSORY DRIVE ASSY,DRIVE GEAR - FATIGUE
3. ACCESSORY DRIVE ASSY,DRIVE GEAR - UNDERTORQUED
4. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

5. OBJECT - WIRE,TRANSMISSION
6. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2155 5/13/88 GOLDEN, TX A/C Reg. No. N5577R Time (Lcl) - 1425 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
			Fatal	Serious	Minor
Type of Operation -OTHER WORK USE	Fire	Crew	0	2	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 172F	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	OFF AIRPORT/STRIP
Method - N/A	MINEOLA, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GRAND PRAIRIE, TX	MINEOLA WISENER
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1715
SE LAND, ME LAND	Months Since - 3	Make/Model- 358
	Aircraft Type - C-172	Instrument- 68
		Multi-Eng - 70
		Last 24 Hrs - 6
		Last 30 Days- 127
		Last 90 Days- 128
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS OPERATING ON AN AERIAL PHOTOGRAPHY FLT AT 200 TO 500' AGL AND 70 TO 80 MPH. THE COMMERCIAL PLT STATED THAT AS HE WAS IN A BANK THE ACFT SEEMED TO BE "PUSHED" INTO THE 60 TO 80' TREES OVER WHICH HE WAS FLYING AND THAT IT "FELL OUT OF THE AIR". HE ALSO STATED THAT HE NEVER FELT THE ACFT BUFFET OR HEARD THE STALL WARNING. WITNESSES STATED THAT PRIOR TO THE ACCIDENT THE ACFT WAS MAKING ABRUPT MANEUVERS USING STEEP ANGLES OF BANK. EVIDENCE INDICATED THAT THE ACFT ENTERED THE TREES AT LOW SPEED IN A STEEP RIGHT BANK. THE INVESTIGATION DID NOT REVEAL ANY EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION OF THE ACFT OR ANY OF ITS SYSTEMS.

Brief of Accident (Continued)

File No. - 2155

5/13/88

GOLDEN, TX

A/C Reg. No. N5577R

Time (Lcl) - 1425 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. MANEUVER - IMPROPER - PILOT IN COMMAND
 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 3. OVER CONFIDENCE IN PERSONAL ABILITY - 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

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. - 2052 6/08/88 CLEVELAND, TX A/C Reg. No. N7317T Time (Lcl) - 1640 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 -TAXI			0	0	1
					None
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 172A	Eng Make/Model - CONTINENTAL O-300-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2075	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	CONROE, TX	CLEVELAND MUNI
Wind Dir/Speed- 220/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	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 - 52	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 3000
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- 5
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THIS ACFT WAS DAMAGED WHEN IT COLLIDED WITH A DITCH AND FLIPPED OVER. THE ACFT'S BATTERY WAS DEAD AND THE PLT HAND PROPPED THE ENG WITHOUT THE BENEFIT OF CHOCKS OR AN EXPERIENCED INDIVIDUAL IN THE COCKPIT. THE ENG STARTED AND AS THE PLT WAS ATTEMPTING TO BOARD THE ACFT, THE PASSENGER ADVANCED THE THROTTLE TO KEEP THE ENG FROM STALLING. AS THE ACFT ROLLED ACROSS THE RAMP, THE PASSENGER PANICED AND FURTHER ADVANCED THE THROTTLE. FBO PERSONNEL HAD TOLD THE PLT THAT THEY WOULD GO GET SOME JUMPER CABLES, BUT HE ELECTED NOT TO WAIT.

Brief of Accident (Continued)

File No. - 2052

6/08/88

CLEVELAND, TX

A/C Reg. No. N7317T

Time (Lcl) - 1640 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
 2. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
 3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PASSENGER
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAXI

Finding(s)

4. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
Phase of Operation TAXI

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2076 6/09/88 ROANOKE, TX A/C Reg. No. N84889 Time (Lcl) - 1015 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	1
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL C-65-8	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 65 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NORTHWEST REGIONAL
Wind Dir/Speed- 040/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 40
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 - 41	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 300
SE LAND	Months Since - UNK/NR	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL WHILE ATTEMPTING A TAKEOFF. THE AIRPLANE RAN OFF THE RIGHT SIDE OF THE RUNWAY AND STRUCK A WIND TETRAHEDRON, A FENCE, AND A LOW CONCRETE WALL. THE PLT DID NOT SUBMIT AN ACC REPORT.

Brief of Accident (Continued)

File No. - 2076

6/09/88

ROANOKE, TX

A/C Reg. No. N84889

Time (Lc1) - 1015 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. OBJECT - FENCE
6. OBJECT - WALL/BARRICADE

----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. - 2071 6/12/88 MICO, TX A/C Reg. No. N666BK Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- LAKE LA-4-200	Eng Make/Model	- LYCOMING IO-360-A1B	ELT Installed/Activated	- YES/NO
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2690	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">SAN ANTONIO, TX</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 - TRAFFIC PATTERN</p> <p style="text-align: center;">STOP AND GO</p>	<p>Airport Proximity</p> <p style="text-align: center;">ON AIRPORT</p> <p>Airport Data</p> <p>LAKE MEDINA</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - WATER</p> <p>Runway Status - ROUGH</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, SE SEA</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1400</p> <p>Make/Model- 10</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 0</p>	<p>Last 24 Hrs - 1</p> <p>Last 30 Days- 10</p> <p>Last 90 Days- 15</p> <p>Rotorcraft - 0</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID HE WAS PRACTICING WATER LANDINGS IN THE LAKE. DURING A LANDING, THE AIRPLANE STARTED PORPOISING DUE TO THE WAKE OF A PASSING BOAT. THE AIRPLANE LANDED HARD. THE WINDSHIELD CRACKED AND THE PILOT ELECTED TO TAKE THE AIRPLANE TO THE HOME AIRPORT FOR FINAL LANDING. UPON ARRIVAL AT THE AIRPORT, THE NOSE GEAR DOORS WOULD NOT OPEN. THE PILOT ELECTED TO LAND WITH ONLY THE MAIN GEAR EXTENDED AND THE NOSE GEAR RETRACTED. AS THE AIRPLANE SLOWED DOWN AFTER LANDING, THE NOSE OF THE AIRPLANE CAME TO REST ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 2071

6/12/88

MICO,TX

A/C Reg. No. N666BK

Time (Lcl) - 1430 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING

Finding(s)

1. TERRAIN CONDITION - WATER,ROUGH
2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3. DOOR,LANDING GEAR - JAMMED
4. LANDING GEAR,NOSE GEAR - JAMMED

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

5. DOOR,LANDING GEAR - PREVIOUS DAMAGE
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

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. - 2074 6/21/88 CLIFTON, TX A/C Reg. No. N76505 Time (Lcl) - 0830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

CLIFTON MUNICIPAL
Runway Ident - 14
Runway Lth/wid - 3400/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 38

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 22	Last 24 Hrs	- 2
Make/Model-	22	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	22
Multi-Eng -	0	Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HER THIRD LANDING DURING HER FIRST SOLO FLIGHT. THE PILOT REPORTED THAT SHE LOST CONTROL AND THE AIRPLANE GROUND LOOPED DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 2074

6/21/88

CLIFTON, TX

A/C Reg. No. N76505

Time (Lcl) - 0830 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2077 6/25/88 TEMPLE, TX A/C Reg. No. N8979S Time (Lcl) - 1015 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 - CESSNA 150F	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAN MARCOS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DRAUGHTON-MILLER
Wind Dir/Speed- 360/006 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 - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1226
SE LAND, ME LAND	Months Since - 3	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 83
		Multi-Eng - 107
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 50
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE DESCENT, THE PILOT APPLIED POWER AND THE ENGINE STARTED RUNNING ROUGH. THE PILOT WAS ABLE TO GET THE ENGINE RUNNING AT FULL POWER WITHIN SEVERAL MINUTES BUT IT QUIT COMPLETELY APPROXIMATELY 3 TO 4 MILES FROM THE AIRPORT. THE AIRPLANE WAS LANDED IN TALL GRASS AND FLIPPED FORWARD TO THE INVERTED POSITION. INSPECTION INDICATED FUEL IN THE SYSTEM BUT FUEL IN THE FILTER BOWL WAS CONTAMINATED WITH A FIBER MATERIAL THAT WAS STOPPING THE FUEL FLOW. THE COMPOSITE FLOAT IN THE CARBURETOR WAS ALSO DETERIORATED AND WAS CREATING A RESTRICTION TO THE FUEL FLOW.

Brief of Accident (Continued)

File No. - 2077

6/25/88

TEMPLE, TX

A/C Reg. No. N8979S

Time (Lcl) - 1015 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, FILTER - CONTAMINATION
2. FUEL SYSTEM, CARBURETOR FLOAT - DETERIORATED
3. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION

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) 1,3

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. - 2078 7/15/88 PORT O'CONNOR, TX A/C Reg. No. N47WJ Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BELL 47G2	Eng Make/Model - LYCOMING VO-435-A1E	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 3	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- 180/015 KTS	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 - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2000
SE LAND	Months Since - UNK/NR	Make/Model- 22
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 3
		Last 30 Days- 8
		Last 90 Days- 22
		Rotorcraft - 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE TURNED DOWNWIND DURING HOVER PRACTICE, ALLOWED THE MAIN ROTOR RPM TO DECREASE, AND SETTLED WITH POWER TO A HARD LANDING. THE FRONT PORTION OF THE SKIDS IMPACTED FIRST AND THE MAIN ROTOR BLADES STRUCK THE TAIL BOOM. THE PILOT WAS NOT RATED TO FLY HELICOPTERS.

Brief of Accident (Continued)

File No. - 2078

7/15/88

PORT O'CONNOR, TX

A/C Reg. No. N47WJ

Time (Lcl) - 1800 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2070 7/20/88 LA GRANGE, TX A/C Reg. No. N8949P Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-24-260	Eng Make/Model - LYCOMING IO-540-D4A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 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- UNK/NR</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point AUSTIN, TX</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 - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>LA GRANGE MUNICIPAL</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 3200/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - PA-24</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2100</p> <p>Make/Model- 1200</p> <p>Instrument- 780</p> <p>Multi-Eng - 110</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 8</p> <p>Last 90 Days- 16</p> <p>Rotorcraft - 0</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID HE FLEW OVER THE AIRPORT AND FOUND THE WINDS FAVORED A LANDING ON RUNWAY 18. HE SAID HE DESCENDED TO THE DOWNWIND LEG, AND WHEN HE ADDED POWER, THE ENGINE WOULD NOT RESPOND. HOWEVER, HE SAID THE ENGINE CONTINUED TO RUN. HE DECIDED TO MAKE AN ABBREVIATED PATTERN, USE FULL FLAPS, AND LAND ON THE LAST HALF OF THE RUNWAY. THE TIRE SKID MARKS START 600 FEET FROM THE END OF THE RUNWAY, THEN CONTINUED TO THE RIGHT SIDE OF THE END. THE AIRCRAFT STRUCK SEVERAL RUNWAY LIGHTS, WENT DOWN AN EMBANKMENT, THEN STRUCK A FENCE POST. AN FAA INSPECTOR EXAMINED THE WRECKAGE AND WAS UNABLE TO DETERMINE A REASON FOR A LACK OF ENGINE RESPONSE.

Brief of Accident (Continued)

File No. - 2070

7/20/88

LA GRANGE, TX

A/C Reg. No. N8949P

Time (Lcl) - 0900 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - RUNWAY LIGHT
 4. OBJECT - FENCE
 5. OBJECT - FENCE POST
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2139 9/25/88 FORT WORTH, TX A/C Reg. No. N1069Q Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250-C28B	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4100	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 435 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	BHC TRAINING FAC
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 900/ 100
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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 8700
ME LAND,SE SEA	Months Since - 15	Make/Model- 2000
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 90
		Last 24 Hrs - 2
		Last 30 Days- 40
		Last 90 Days- 190
		Rotorcraft - 8000

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE RATED HELICOPTER PILOT WAS UNDERGOING RECURRENT TRAINING WITH AN INSTRUCTOR AT A TRAINING FIELD. DURING A PRACTICE AUTOROTATION TO A LANDING, THE HELICOPTER WENT INTO A HIGH SINK RATE WITH A LOW MAIN ROTOR RPM. THE HELICOPTER TOUCHED DOWN HARD IN A TAIL LOW ATTITUDE. THE REAR PORTIONS OF THE SKIDS WERE DAMAGED, AND THE TAIL BOOM SEPARATED FROM THE HELICOPTER.

Brief of Accident (Continued)

File No. - 2139

9/25/88

FORT WORTH, TX

A/C Reg. No. N1069Q

Time (Lc1) - 1800 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - IMPROPER - DUAL STUDENT
 2. ROTOR RPM - NOT MAINTAINED - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2179 10/07/88 NAVASOTA, TX A/C Reg. No. N51112 Time (Lcl) - 2008 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	1	0
			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	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	ALBUQUERQUE, NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TOMBALL, TX	
Wind Dir/Speed- 060/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 125
SE LAND	Months Since - 3	Make/Model- 80
	Aircraft Type - UNK/NR	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-----

ACFT STRUCK A TREE DURING A NIGHT FORCED LANDING FOLLOWING AN ENG FAILURE IN CRUISE FLT. THE ENG FAILURE WAS CAUSED BY FUEL EXHAUSTION. THE FLT HAD BEEN AIRBORNE FOR 4 HOURS AND 44 MINUTES; HOWEVER, THE PLT HAD CALCULATED THAT HE HAD SUFFICIENT FUEL TO MAKE HIS DESTINATION WITH A 30 MINUTE RESERVE. HE OVERFLEW SEVERAL AIRPORTS THAT HAD FUEL AVAILABLE DURING THE FINAL STAGES OF THE FLT. THE ACCIDENT SITE WAS 15 MILES PAST ONE OF THOSE AIRPORTS.

Brief of Accident (Continued)

File No. - 2179

10/07/88

NAVASOTA, TX

A/C Reg. No. N51112

Time (Lc1) - 2008 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)
5. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. LIGHT CONDITION - BRIGHT NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2154 10/16/88 EDINBURG, TX A/C Reg. No. N91BB Time (Lcl) - 1635 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier - TEXAS AIR CHARTER	DESTROYED		Fatal	Serious	Minor	None
Type of Operation - NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under - 14 CFR 135	ON GROUND	Pass	0	0	0	6
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING IO-540-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 350 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MCALLEN, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HOUSTON, TX	
Wind Dir/Speed- 135/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2925
SE LAND, ME LAND	Months Since - 1	Make/Model- 195
	Aircraft Type - PA-31	Instrument- 198
		Multi-Eng - 1755
		Last 24 Hrs - UNK/NR
		Last 30 Days- 36
		Last 90 Days- 42
		Rotorcraft - 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT EXPERIENCED A DOUBLE ENG FAILURE. PLT STATED THAT IMMEDIATELY AFTER THE LEFT ENG FAILED, IN CLIMB TO CRUISE, THE ACFT ROLLED LEFT, THE STALL WARNING ACTIVATED, AND THE ACFT ENTERED A LEFT SPIRAL. THE RT ENG FAILED DURING THE TWO-TURN SPIRAL. PLT'S ATTEMPTS TO RESTART THE ENGS WERE UNSUCCESSFUL. PLT SUBSEQUENTLY MADE A SUCCESSFUL GEAR UP EMERG LNDG ON A ROAD, HOWEVER, THE ACFT WAS DESTROYED BY POST-CRASH FIRE. INVESTIGATION REVEALED THAT BOTH ENG FUEL SYSTEMS WERE CONTAMINATED WITH WATER AND DISSOLVED SOLIDS. ACFT HAD JUST BEEN REFUELED AT A FOREIGN AIRPORT.

Brief of Accident (Continued)

File No. - 2154

10/16/88

EDINBURG, TX

A/C Reg. No. N91BB

Time (Lcl) - 1635 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. 1 ENGINE -
2. FLUID, FUEL - CONTAMINATION
3. FLUID, FUEL - WATER
4. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - FBO PERSONNEL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

5. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
6. SPIRAL - UNCONTROLLED -

Occurrence #3 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. ALL ENGINES -
8. FLUID, FUEL - CONTAMINATION
9. FLUID, FUEL - WATER

Occurrence #4 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

10. 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) 2,3,4,5,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2140 10/17/88 BRIDGEPORT, TX A/C Reg. No. N8349 Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
			Fatal	Serious	Minor
Type of Operation - PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					None

-----Aircraft Information-----

Make/Model - PILATUS B4PC11	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 - 770	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FLYING S RANCH
Wind Dir/Speed- 180/012 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1750/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 14400
SE LAND, ME LAND	Months Since - 14	Make/Model- 52
GLIDER	Aircraft Type - UNK/NR	Instrument- 1272
		Multi-Eng - 13170
		Last 24 Hrs - UNK/NR
		Last 30 Days- 44
		Last 90 Days- 144
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE GLIDER WAS BEING TOW-LAUNCHED BY AN AUTOMOBILE FROM THE PILOT'S PRIVATE RANCH AIRSTRIP. WHEN THE GLIDER WAS APPROXIMATELY 250 FEET AGL, THE TOW ROPE SEPARATED AND THE PILOT ATTEMPTED TO RETURN TO THE AIRSTRIP. A DOWNDRAFT MADE THIS IMPOSSIBLE AND THE PILOT ELECTED TO MUSH INTO A TREE LINE, RATHER THAN LAND IN A DEEP GULLY THAT WAS JUST SHORT OF THE AIRSTRIP. THE PLT HAD A LARGE RECENTLY MOWED HAY FIELD DIRECTLY AHEAD BEFORE TURNING.

Brief of Accident (Continued)

File No. - 2140

10/17/88

BRIDGEPORT, TX

A/C Reg. No. N8349

Time (Lc1) - 1500 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - SEPARATION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - DOWNDRAFT
4. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2143 11/04/88 LAMESA, TX A/C Reg. No. N75217 Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 137	ON GROUND	Pass	1	Serious	Minor
Accident Occurred During	-MANEUVERING			0	0	0
				0	0	0

-----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	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 045/010 KTS	Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Runway Status	- N/A
Lowest Ceiling	- NONE		
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 - 2100	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 7	Make/Model - 600	Last 30 Days - UNK/NR
	Aircraft Type - PA-28	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS SPRAYING A FIELD OF COTTON, AND WAS IN A TURNAROUND WHEN THE AIRPLANE DESCENDED TO THE GROUND. THE AUTOPSY INDICATED THE PILOT DIED OF ACUTE CORONARY THROMBOSIS. ALTHOUGH TOX RESULTS INDICATE THE PRESENCE OF ALCOHOL IN THE PILOT'S BLOOD, THE SAMPLE WAS PUTRIIFIED. NO ALCOHOL WAS FOUND IN THE URINE. BECAUSE THE BLOOD SAMPLE WAS PUTRIIFIED, THE RELATIONSHIP OF ALCOHOL TO THE ACCIDENT CAUSE COULD NOT BE ESTABLISHED.

Brief of Accident (Continued)

File No. - 2143

11/04/88

LAMESA, TX

A/C Reg. No. N75217

Time (Lc1) - 1530 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2034 11/05/88 WINNSBORO, TX

A/C Reg. No. N69008

Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

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 - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 330/020 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TYLER, TX
Destination
PARIS, TX

Airport Proximity
ON AIRPORT

Airport Data
MUNICIPAL

Runway Ident - 35
Runway Lth/Wid - 3220/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP
PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 24
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 - 53
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT CHECKED THE WX FOR HIS SOLO X/C AND WAS ADVISED OF STRONG WINDS AND MODERATE TURBULENCE. THE SUPERVISING FLIGHT INSTRUCTOR WAS AWARE OF THE WX REPORT AND ALLOWED THE STUDENT TO DEPART, ALTHOUGH ALL LATER X/C FLIGHTS WERE CANCELLED DUE TO THE FORECAST WINDS AND TURBULENCE. WHILE ON THE SECOND LEG, THE STUDENT ENCOUNTERED WHAT HE CALLED SEVERE TURBULENCE, AND DIVERTED TO THE CLOSEST ARPT FOR LANDING. ACCORDING TO HIS DRAWN ACCOUNT OF THE ACCIDENT, HE APPLIED FULL POWER JUST BEFORE CROSSING THE END OF THE RUNWAY, TOUCHED DOWN, ROLLED FOR A SHORT DISTANCE THEN LIFTED OFF IN A RIGHT CLIMBING TURN. THE AIRPLANE CLIMBED OVER ONE LINE OF TREES BUT IMPACTED A SECOND GROUP OF TREES AND THE TERRAIN. RUNWAY 35 WAS USED, AND A WITNESS SAID THE WINDS WERE FROM 330 DEGREES AT 20 KNOTS, GUSTING TO 30 KNOTS.

Brief of Accident (Continued)

File No. - 2034

11/05/88

WINNSBORO, TX

A/C Reg. No. N69008

Time (Lcl) - 1330 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. WEATHER CONDITION - GUSTS
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
5. WEATHER EVALUATION - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND)
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
8. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

9. 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) 4,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2020 10/19/88 OGDEN,UT

A/C Reg. No. N555KM

Time (Lcl) - 1559 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

NONE

Crew

Pass

Fatal

1

0

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - MICKELSON MARK V
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
No. of Seats - 1

Eng Make/Model - LYCOMING O-320-B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 260/008 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

OGDEN MUNI

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 - 50

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1800

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF THE HOMEBUILT ACFT CALLED OGDEN TWR AND REPORTED HIS ENG WAS DEAD AND THAT HE WAS 5 MI NORTH OF THE ARPT. HE WAS CLEARED TO LAND ON ANY RWY. THE ACFT CRASHED ABOUT 1/2 MI NORTHEAST OF THE ARPT. EXAMINATION OF THE ACFT SITE AND WRECKAGE REVEALED THE ACFT STALLED PRIOR TO IMPACT. THE INVESTIGATION DID NOT REVEAL ANY EVIDENCE TO EXPLAIN THE REPORTED LOSS OF POWER.

Brief of Accident (Continued)

File No. - 2020

10/19/88

OGDEN,UT

A/C Reg. No. N555KM

Time (Lcl) - 1559 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. POWERPLANT - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2148 3/20/88 QUANTICO, VA

A/C Reg. No. N6401N

Time (Lcl) - 1017 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

2

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - CESSNA 210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L3
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - FULL
Basic Weather - UNK/NR
Wind Dir/Speed- 340/020 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GREENSBORO, NC
Destination
WASHINGTON, DC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-210N

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 256
Last 24 Hrs - 2
Make/Model- 33
Last 30 Days- 7
Instrument- 1
Last 90 Days- 15
Multi-Eng - 0
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ABT 25 MI SOUTH & INBOUND TO DCA WHEN THE PLT RPRTD AN ENCTR WITH SNOWSHWRS WHICH WERE PART OF A COLD FRONT. HE ASKED & WAS CLRD TO DSCND TO 2500 FT SO HE COULD MAINT VMC. RADAR DATA SHOWED, THE ACFT DSCNDD PAST 2500 FT TO 1300 FT. ABT 16 MI SOUTH OF DCA, THE PLT SAID HE WAS REVERSING COURSE TO GET OUT OF THE SNOWSHWRS. HE ASKED & WAS CLRD TO CLIMB ON TOP OF THE WX, BUT (DUE TO TRAFFIC) WAS RESTRICTED TO 5500 FT. THE PLT ASKED TO GO TO THE NEAREST VMC ARPT; HOWEVER, RADIO CONTACT WAS LOST AFTER THE ACFT HAD CLIMBED TO 4600 FT. SUBSEQUENTLY, AN IN-FLT BREAKUP OCCURRED & WITNESSES SAW THE ACFT DSCND FROM THE CLOUDS IN PIECES. THEY SAID THERE WERE STRONG WINDS, SNOW & A LOW OVERCAST WHEN THE ACNT OCCURRED. AN EXAM OF THE WRECKAGE REVEALED THE WINGS & STABILIZERS HAD SEPD IN FLT FROM OVERLOAD FAILURE. THE NON-INSTRUMENT RATED PLT WAS 1ST CHECKED OUT IN TYPE ACFT ABT 3 MOS EARLIER; SUBSEQUENT FLTS IN TYPE ACFT WERE MADE WITH AN INSTRUCTOR ABOARD. THIS WAS THE PLT'S 1ST FLT IN TYPE ACFT WITHOUT AN INSTRUCTOR ABOARD.

Brief of Accident (Continued)

File No. - 2148

3/20/88

QUANTICO,VA

A/C Reg. No. N6401N

Time (Lcl) - 1017 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - SNOW
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - TURBULENCE
6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

7. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. SPATIAL DISORIENTATION - PILOT IN COMMAND
9. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
11. WING - OVERLOAD
12. STABILIZER - OVERLOAD

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) 1,6,7,8,10

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2007 5/01/88 WINCHESTER, VA A/C Reg. No. N905PS Time (Lcl) - 1345 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
Other	0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 150J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
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
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

WINCHESTER
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 - 58

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 364	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	6
Multi-Eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE T-6 STRUCK THE C-150 FROM BEHIND WHILE BOTH WERE TAXIING FOR TAKEOFF. THE C-150 WAS STOPPED AT THE TIME. THERE WAS AN ANNUAL FLY-IN BEING HELD AT THE ARPT WITH ABOUT 300 ACFT IN ATTENDANCE. GROUND PERSONNEL WERE DIRECTING GROUND TRAFFIC. THE T-6 PLT SAID HE WAS MOTIONED FORWARD BY GROUND PERSONNEL WHO HE RELIED ON BECAUSE HE WAS UNABLE TO SEE DIRECTLY AHEAD OF THE NOSE OF HIS ACFT. HE ALSO SAID THE TAXIWAY WAS TOO NARROW, WITH INADEQUATE CLEARANCE ALONGSIDE IT TO ALLOW HIM TO DO S-TURNS.

Brief of Accident (Continued)

File No. - 2007

5/01/88

WINCHESTER, VA

A/C Reg. No. N905PS

Time (Lcl) - 1345 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2007 5/01/88 WINCHESTER,VA A/C Reg. No. N4996H Time (Lcl) - 1345 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

NONE
Fire
NONE

-----Aircraft Information-----

Make/Model - NORTH AMERICAN T-6G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5625
No. of Seats - 2

Eng Make/Model - P & W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
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
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

WINCHESTER
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,ME LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 95

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2236
Make/Model- 119
Instrument- UNK/NR
Multi-Eng - 1091
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 15
Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE T-6 STRUCK THE C-150 FROM BEHIND WHILE BOTH WERE TAXIING FOR TAKEOFF. THE C-150 WAS STOPPED AT THE TIME. THERE WAS AN ANNUAL FLY-IN BEING HELD AT THE ARPT WITH ABOUT 300 ACFT IN ATTENDANCE. GROUND PERSONNEL WERE DIRECTING GROUND TRAFFIC. THE T-6 PLT SAID HE WAS MOTIONED FORWARD BY GROUND PERSONNEL WHO HE RELIED ON BECAUSE HE WAS UNABLE TO SEE DIRECTLY AHEAD OF THE NOSE OF HIS ACFT. HE ALSO SAID THE TAXIWAY WAS TOO NARROW, WITH INADEQUATE CLEARANCE ALONGSIDE IT TO ALLOW HIM TO DO S-TURNS.

Brief of Accident (Continued)

File No. - 2007

5/01/88

WINCHESTER, VA

A/C Reg. No. N4996H

Time (Lcl) - 1345 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. ACFT/EQUIP INADEQUATE, VISUAL RESTRICTION -
4. TRAFFIC ADVISORY - INADEQUATE - GROUND PERSONNEL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2198 5/28/88 PETERSBURG,VA A/C Reg. No. N6699F Time (Lcl) - 1200 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
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	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/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- 045/013 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PETERSBURG,VA
Destination
TANGIER ISLAND,VA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PETERSBURG MUNI.
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 - 37
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 100	Last 24 Hrs	- UNK/NR
Make/Model-	79	Last 30 Days-	1
Instrument-	2	Last 90 Days-	2
Multi-Eng -	0	Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS BEING ACCOMPANIED BY A 182 DURING THE FLT FROM NC TO TANGIER ISLAND. BOTH ACFT LANDED AT PETERSBURG. A PASSENGER IN THE 182 HAD BECOME ILL. AFTER REFUELING AND SPENDING A SHORT TIME AT PETERSBURG, BOTH ACFT DEPARTED FOR TANGIER ISLAND WITH THE PASSENGER WHO HAD GOTTEN ILL NOW IN N6699F. SHORTLY AFTER TAKEOFF THE ACFT CONTACTED TREES IN A WOODED AREA APRX 1 MILE FROM THE ARPT AT WHICH TIME THE LEFT HORIZONTAL STABILIZER SEPARATED FROM THE ACFT AND CONTROL WAS LOST. THE ACFT CRASHED INTO AN OPEN FIELD AND CAUGHT FIRE. A WITNESS RECALLED SEEING THE ACFT FLYING LOW AND SLOW PRIOR TO IT CONTACTING THE TREES. WEIGHT AND BALANCE INFO INDICATES THAT THE ACFT WAS AT LEAST 39 POUNDS OVER MAX GROSS WEIGHT AT TAKEOFF. THE PLT WAS KNOWN TO HAVE RARELY FLOWN WITH THIS PASSENGER IN A CESSNA 150 DUE TO WEIGHT RESTRICTIONS. BOTH PLT AND PAX WERE LARGE, APRX 300 LBS EACH.

Brief of Accident (Continued)

File No. - 2198

5/28/88

PETERSBURG, VA

A/C Reg. No. N6699F

Time (Lcl) - 1200 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 4. ALTITUDE - INADEQUATE - 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) 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. - 2193 8/03/88 HARRISONBURG,VA A/C Reg. No. N1665A Time (Lcl) - 2100 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 - APPROACH

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 030/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SHELBY,OH
Destination
ORANGE,VA

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 - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	957
Make/Model-	927
Instrument-	11
Multi-Eng -	0
Last 24 Hrs -	6
Last 30 Days-	20
Last 90 Days-	30
Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ENCOUNTERED CLOUDS DURING A NIGHT VFR FLIGHT. HE DECIDED TO MAKE A PRECAUTIONARY LNDG ON WHAT HE THOUGHT WAS A LIGHTED FARM LANDING STRIP. HOWEVER, HE LATER LEARNED THE STRIP WAS ACTUALLY A ROW OF LIGHTED TURKEY BARNS. ACCORDING TO THE PLT, AS HE MADE THE APCH HE SAW A POWER LINE IN HIS PATH SO HE TRIED TO DO A GO-AROUND. HOWEVER, ACCORDING TO THE PLT HE DID NOT COMPENSATE WITH ADEQUATE POWER AND THE ACFT STALLED. THE ACFT DESCENDED AND STRUCK A HILL ABOUT 250 FT SHORT OF THE INITIALLY SELECTED LANDING AREA. THE PLT DID NOT REPORT ANY MALFUNCTIONS OF THE EQUIPMENT.

Brief of Accident (Continued)

File No. - 2193

8/03/88

HARRISONBURG, VA

A/C Reg. No. N1665A

Time (Lcl) - 2100 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation GO-AROUND (VFR)

Finding(s)

3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. OBJECT - WIRE, TRANSMISSION
6. GO-AROUND - DELAYED - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2039 9/30/88 ROANOKE, VA A/C Reg. No. N9110T Time (Lcl) - 2005 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 Crew Fatal
NONE Pass 0

-----Aircraft Information-----

Make/Model - BEECH B23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2G
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- 140/004 KTS
Visibility - 6.0 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
WISE, VA

Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

ROANOKE
Runway Ident - 33
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 110	Last 24 Hrs -	1
Make/Model-	31	Last 30 Days-	1
Instrument-	4	Last 90 Days-	7
Multi-Eng -	0	Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THE ACFT BOUNCED TWICE DURING THE LANDING. THE APCH SPEED WAS 75 TO 80 KTS. THE LEFT MAIN GEAR COLLAPSED ON THE SECOND BOUNCE. THE NOSE GEAR COLLAPSED ON THE FINAL TOUCHDOWN. THE ACFT SLID OFF THE LEFT SIDE OF THE RWY. THE PLT REPORTED NO MECHANICAL MALFUNCTIONS. THE PLT SAID THIS WAS HIS FIRST FLIGHT IN SIX WEEKS. HE SAID A GO-AROUND SHOULD HAVE BEEN INITIATED AFTER THE FIRST BOUNCE.

Brief of Accident (Continued)

File No. - 2039

9/30/88

ROANOKE,VA

A/C Reg. No. N9110T

Time (Lcl) - 2005 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
6. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2100 10/06/88 SANDSTON,VA A/C Reg. No. N739PE Time (Lcl) - 1600 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 0
Pass 0

Fatal 0
0

Injuries

Serious 0
Minor 1
0

None 0
0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 330/004 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
LEWISBURG,VA
Destination
SANDSTON,VA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BYRD INTL
Runway Ident - 02
Runway Lth/Wid - 6607/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 129 Last 24 Hrs - 1
Make/Model- 69 Last 30 Days- 10
Instrument- 3 Last 90 Days- 30
Multi-Eng - 0 Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE WAS ON FINAL APCH ABOUT 600 TO 800 FT AGL WHEN POWER LOSS OCCURRED. HE FORCED LANDED ON AN OPEN FIELD ABOUT 1/2 MI SHORT OF THE RWY. THE ENG EXAM REVEALED THAT TWO TEETH OF THE IDLER GEAR HAD SEPARATED. THIS RESULTED IN A LOSS OF CONTINUITY BETWEEN THE CRANKSHAFT, THE CAMSHAFT, AND THE LEFT MAGNETO. METALLURGICAL EXAM DISCLOSED THAT THE TEETH SEPARATED BECAUSE OF OVERLOAD. THE ENGINE HAD BEEN INSTALLED ON ANOTHER AIRCRAFT THAT WAS INVOLVED IN AN ACCIDENT OF WHICH THE DETAILS WERE NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2100

10/06/88

SANDSTON,VA

A/C Reg. No. N739PE

Time (Lcl) - 1600 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ACCESSORY DRIVE ASSY,DRIVE GEAR - PREVIOUS DAMAGE
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
3. ACCESSORY DRIVE ASSY,DRIVE GEAR - FAILURE,TOTAL
4. ENGINE ASSEMBLY,CAMSHAFT - DISENGAGED
5. IGNITION SYSTEM,MAGNETO - DISENGAGED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - SOFT
7. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2106 2/28/88 BURLINGTON, VT A/C Reg. No. N97979 Time (Lcl) - 1114 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
					2
					1

-----Aircraft Information-----

Make/Model - STINSON 108-1	Eng Make/Model - FRANKLIN 6A4-150B3	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2078	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	BURLINGTON, VT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BURLINGTON
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 33
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 7807/ 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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 849
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 9	Make/Model- 95
	Aircraft Type - UNK/NR	Instrument- 96
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT WAS TAKING OFF FOR AN INSTRUCTIONAL FLIGHT IN THE LOCAL AREA. DURING GROUND RUN, THE AIRCRAFT VEERED TO THE LEFT AND THE PILOT WAS UNABLE TO BRING THE AIRCRAFT UNDER CONTROL. THE AIRCRAFT COLLIDED WITH A SNOWBANK AND FLIPPED INVERTED. THE AIRCRAFT WAS EQUIPPED WITH BRAKES ON ONLY THE LEFT SIDE. EXAMINATION OF THE AIRCRAFT SHOWED THE PARKING BRAKE PAWL HAD BECOME DISCONNECTED AND COULD RESULT IN LOCKING OF THE BRAKE MASTER CYLINDER PISTON FOLLOWING BRAKE APPLICATION.

Brief of Accident (Continued)

File No. - 2106

2/28/88

BURLINGTON,VT

A/C Reg. No. N97979

Time (Lcl) - 1114 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 2. LANDING GEAR, PARKING BRAKE - LOCKED
 3. BRAKES(NORMAL) - NOT POSSIBLE - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2083 3/20/88 RUTLAND,VT A/C Reg. No. N8722M Time (Lcl) - 1145 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -TAXI			0	0	0	1

-----Aircraft Information-----

Make/Model - BEECH 23	Eng Make/Model - LYCOMING O-320-E2C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/015 KTS</p> <p>Visibility - 25.0 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 - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point RUTLAND,VT</p> <p>Destination PLATTSBURGH,NY</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>RUTLAND STATE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 21</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 905</p> <p>Make/Model- 20</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO LEAVING THE AIRCRAFT TO HAND PROP THE ENGINE, THE PILOT CHECKED THE THROTTLE SETTING AND SET THE BRAKES. HE TOLD HIS PASSENGER (HIS WIFE) TO PULL BACK ON THE THROTTLE WHEN THE ENGINE STARTED, HOWEVER SHE WAS UNABLE TO DO SO AND THE AIRCRAFT BEGAN MOVING, TURNED RIGHT AND COLLIDED WITH ANOTHER AIRCRAFT. THE PILOT SLIPPED AND WAS KNOCKED UNCONSCIOUS.

Brief of Accident (Continued)

File No. - 2083

3/20/88

RUTLAND, VT

A/C Reg. No. N8722M

Time (Lcl) - 1145 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)
1. STARTING PROCEDURE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)
2. OBJECT - AIRCRAFT PARKED

----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. - 2144

5/29/88

SHAFTSBURY,VT

A/C Reg. No. N1405F

Time (Lcl) - 1447 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation - FERRY
Flight Conducted Under - 14 CFR 91

Fire
NONE

Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - LAKE LA4-250
Landing Gear - AMPHIBIAN
Max Gross Wt - 3050
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-C4B5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
PITTSBURGH,PA
Destination
LACONIA,NH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR FLIGHT FOLLOWING
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND,SE SEA

Age - 52

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9000	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LAKE AMPHIBIAN WAS BEING FLOWN WITH TWO FERRY TANKS INSTALLED IN THE CABIN. THE PILOT DEPARTED WITH FULL FUEL IN THE AIRCRAFT TANKS AND 15 GALLONS IN THE FERRY TANKS. THE CENTER OF GRAVITY AT ZERO FUEL WEIGHT WAS 3/4 INCH PAST THE AFT LIMIT. WITH ADDITION OF FUEL THE POSITION OF THE CG REMAINED UNCHANGED, HOWEVER, THE AFT LIMIT OF THE ENVELOPE MOVED FORWARD WITH HIGHER WEIGHTS. A CONNECTION WHERE THE FERRY TANKS WERE PLUMBED INTO THE AIRCRAFT SYSTEM LEAKED AND ALLOWED AIR TO BE SUCKED INTO THE SYSTEM. WITNESSES REPORTED THE ENGINE INTERMITTENT, THEN THE AIRCRAFT ENTERED A SPIN FROM WHICH IT DID NOT RECOVER.

Brief of Accident (Continued)

File No. - 2144

5/29/88

SHAFTSBURY,VT

A/C Reg. No. N1405F

Time (Lc1) - 1447 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,LINE FITTING - LOOSE
2. FLUID,FUEL - STARVATION

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2170 10/09/88 RUTLAND,VT A/C Reg. No. N9431R Time (Lcl) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal		Injuries	
Type of Operation - PERSONAL	Fire	Crew	0	1	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	4	0	0
Accident Occurred During - APPROACH						

-----Aircraft Information-----

Make/Model - CESSNA U206G	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	WESTFIELD,MA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	RUTLAND,VT	RUTLAND
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 01
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1400
SE LAND	Months Since - 10	Make/Model- 550
HELICOPTER	Aircraft Type - C-206	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 15
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT SEQUENCE WAS OBSERVED BY TWO PILOTS WHO WERE AWAITING TAKEOFF AT THE APPROACH END OF THE RWY IN USE. ONE OF THE PILOTS REPORTED THAT THE PLT OF THE ACDT ACFT ADVISED HIM THAT THE ACDT ACFT HAD ENCOUNTERED ICE DURING THE FLIGHT. THE ACDT ACFT WAS OBSERVED ON A "TIGHT" DOWNWIND OPPOSITE THE TOUCHDOWN POINT AT ABOUT 600 FT AGL. AT THAT POINT THE WINGS OF THE ACDT ACFT DIPPED FROM SIDE TO SIDE 4 OR 5 TIMES. NEXT, THE ACFT MADE A LEFT, DESCENDING TURN TOWARD THE RWY. DURING THE TURN, THE LT WING DROPPED SUDDENLY AND THE ACFT DESCENDED TO THE GROUND FROM ABOUT 200 - 300 FT AGL. ONE ON THE FIRST WITNESSES TO ARRIVE AT THE ACDT SCENE, ABOUT 45 MIN AFTER THE ACDT OCCURRED, REPORTED SEEING ICE ON THE TOP OF ACDT ACFT WING. A WITNESS REPORTED THE TEMP AT THE TIME OF THE ACDT WAS 38 DEG F.

Brief of Accident (Continued)

File No. - 2170

10/09/88

RUTLAND,VT

A/C Reg. No. N9431R

Time (Lc1) - 0930 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. WING - ICE
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2031

7/26/88

NEILLSVILLE,WI

A/C Reg. No. N5700A

Time (Lcl) - 2005 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

1

0

0

Accident Occurred During -APPROACH

-----Aircraft Information-----

Make/Model - CESSNA 172

Eng Make/Model - CONTINENTAL O-300

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2075

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 145 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 160/007 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

DELLWOOD,WI

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

NEILLSVILLE MUNI

Runway Ident - 27

Runway Lth/Wid - 3000/ 60

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 55

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - C-172

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 570

Make/Model- 200

Instrument- UNK/NR

Multi-Eng - 0

Last 24 Hrs - 1

Last 30 Days- 3

Last 90 Days- 14

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT DEPARTED FROM CONTROLLED FLIGHT AT 150 FEET IN THE TRAFFIC PATTERN WHILE TURNING DOWNWIND. ALTITUDE WAS INSUFFICIENT TO EFFECT RECOVERY. AIRCRAFT IMPACTED NOSE DOWN AND LEFT WING DOWN, AND WAS DESTROYED BY FIRE. PATTERN ALTITUDE AT AIRPORT IS 800 FEET AGL. ENGINE FUNCTIONALLY TESTED AFTERWARD AND FOUND NORMAL IN ALL RESPECTS.

Brief of Accident (Continued)

File No. - 2031

7/26/88

NEILLSVILLE, WI

A/C Reg. No. N5700A

Time (Lc1) - 2005 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
4. LACK OF RECENT EXPERIENCE IN TYPE OPERATION - 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. - 2009 8/17/88 CRANDON, WI A/C Reg. No. N5318R Time (Lcl) - 1630 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	1	0
Accident Occurred During -LANDING			0	1	0
			0		0

-----Aircraft Information-----

Make/Model - CESSNA 172F	Eng Make/Model - CONTINENTAL D-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CUMBERLAND, WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	IRON MOUNTAIN, MI	Runway Ident - N/A
Wind Dir/Speed- 030/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 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 - 2800 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 357	Last 24 Hrs - 2
SE LAND	Months Since - 22	Make/Model- 300	Last 30 Days- 3
	Aircraft Type - C-172	Instrument- 8	Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT IN DETERIORATING METEOROLOGICAL CONDITIONS, THE PILOT EXPERIENCED A TOTAL LOSS OF ENGINE POWER. THE PILOT PERFORMED EMERGENCY PROCEDURES, WAS UNABLE TO RESTART THE ENGINE, AND EXECUTED A FORCED LANDING IN A CLOVER FIELD. THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE WHEN IT STRUCK A 4' DEEP DITCH AND NOSED OVER DURING THE LANDING ROLL. POST-ACCIDENT EXAMINATION OF THE ENGINE AND FUEL SYSTEM REVEALED NO PHYSICAL EVIDENCE OF MALFUNCTION PRIOR TO IMPACT. THE FAA INSPECTOR PRESENT AT THE ACCIDENT SITE STATED THAT WEATHER CONDITIONS WERE CONDUCIVE FOR CARBURETOR ICING.

Brief of Accident (Continued)

File No. - 2009

8/17/88

CRANDON,WI

A/C Reg. No. N5318R

Time (Lc1) - 1630 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. FUEL SYSTEM,CARBURETOR - ICE
4. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2030 9/30/88 MONROE, WI A/C Reg. No. N5268V Time (Lcl) - 1242 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - CESSNA 210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L
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 - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 190/006 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ROCHESTER, MN
Destination
RENSSELEAR, IN

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/DME

PRECAUTIONARY LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MONROE
Runway Ident - 30
Runway Lth/Wid - 4200/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 66

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1650	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON AN IFR FLIGHT PLAN AND CRUISING AT 7,000 FEET MSL, THE PILOT REPORTED OIL ON THE WINDSHIELD AND REQUESTED VECTORS TO THE "NEAREST AIRPORT". THE PILOT BECAME LOST/DISORIENTED DURING THE APPROACH, CIRCLED A FARM FIELD AT A LOW ALTITUDE, AND AFTER SIX MINUTES, LOCATED THE AIRPORT. WITNESSES INDICATED THAT THE AIRCRAFT APPROACHED THE AIRPORT NINETY DEGREE TO THE RUNWAY HEADING AND INITIATED A STEEP BANKED TURN AT THE END OF THE RUNWAY WITH GEAR AND FLAPS DOWN. THE AIRCRAFT DESCENDED DURING THE TURN AND IMPACTED TREES AND THE TERRAIN, PRIOR TO COMPLETING THE TURN TO THE RUNWAY. EXAM OF THE ENGINE REVEALED A SPLIT OIL COOLER GASKET.

Brief of Accident (Continued)

File No. - 2030

9/30/88

MONROE, WI

A/C Reg. No. N5268V

Time (Lc1) - 1242 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM, OIL GASKET - SEPARATION
2. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - CONTAMINATION

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

3. WEATHER CONDITION - FOG
4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
5. MANEUVER - IMPROPER - PILOT IN COMMAND
6. OBJECT - TREE(S)
7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,7

Factor(s) relating to this accident is/are finding(s) 3,4,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2012 11/27/88 CASPER,WY

A/C Reg. No. N743L

Time (Lcl) - 1158 MST

-----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 -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
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- 210/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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 - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 33

Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	785	Last 24 Hrs - 1
Make/Model-	355	Last 30 Days- 20
Instrument-	50	Last 90 Days- 55
		Rotorcraft - 85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ATTEMPTED A TAKEOFF TO THE WEST ON A COUNTY GRAVEL ROAD. THE PILOT SAID HE HAD ROUTINELY USED THE GRAVEL ROAD FOR ABOUT 10 YEARS BECAUSE OF ITS CONVENIENCE TO HIS HANGAR/TOOL SHED. HE REPORTED THE WINDS WERE FROM 210 DEG AT 15 KTS. DURING THE GROUND RUN, THE RT MAIN GEAR ENTERED A DITCH AND THE ACFT GROUNDLOOPED TO THE RT. THE RT MAIN GEAR FOLDED AND THE RT WING, FUSELAGE, AND ELEVATOR WERE BENT.

Brief of Accident (Continued)

File No. - 2012

11/27/88

CASPER,WY

A/C Reg. No. N743L

Time (Lcl) - 1158 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2019 12/15/88 ARVADA,WY A/C Reg. No. N3110Q Time (Lcl) - 0550 MST

-----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 0	0	0	0
Accident Occurred During - CRUISE					

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201T	Eng Make/Model - CONTINENTAL TSIO-360-F2	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GILLETTE,WY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BILLINGS,MT	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 273
SE LAND	Months Since - 9	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28R	Make/Model- 107
		Instrument- 4
		Last 30 Days- 16
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ENTERED CLOUDS AND SHORTLY THEREAFTER, CRASHED NEAR THE CITY OF ARVADA, WY. THE FLIGHT CONSISTED OF TWO AIRCRAFT, FLYING TOGETHER IN LOOSE FORMATION, AT NIGHT, UNDER A LAYER OF CLOUDS. THE PLT OF THE LEAD ACFT ESTIMATED THAT ABOUT 2 MIN ELAPSED WHEN HE HEARD THE PLT OF N3110Q SHOUT OUT AN EXPLETIVE. THAT WAS THE LAST TRANSMISSION HEARD. AN AIR SEARCH WAS CONDUCTED AND THE WRECKAGE WAS LOCATED ALONGSIDE THE POWER RIVER. EXAMINATION OF THE AIRCRAFT DISCLOSED NO MECHANICAL FAILURES OR MALFUNCTIONS. THE STABILATOR HALVES AND THE LEFT WING WERE FOUND 266 YARDS WEST OF THE WRECKAGE. NO CORROSION OR FATIGUE FAILURES WERE NOTED.

Brief of Accident (Continued)

File No. - 2019

12/15/88

ARVADA, WY

A/C Reg. No. N3110Q

Time (Lcl) - 0550 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CLOUDS
3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

5. WING, SPAR - OVERLOAD
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
7. FLIGHT CONTROL, STABILATOR - OVERLOAD

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

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. - 2014 12/17/88 BASIN,WY

A/C Reg. No. N6122T

Time (Lcl) - 1630 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Fatal	Injuries			None
	Serious	Minor		
Crew 0	0	0	1	
Pass 0	0	0	0	

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150E
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- LIGHT AND VARIABLE
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRSTRIP

Airport Data

FARM FIELD
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)

PRIVATE
SE LAND

Age - 58

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-150E

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 273	Last 24 Hrs - 0
Make/Model- 273	Last 30 Days- 3
Instrument- UNK/NR	Last 90 Days- 55
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT ATTEMPTED A TAKEOFF FROM HIS SHORT FARM FIELD STRIP. DURING THE TAKEOFF GROUND RUN, THE PLT REALIZED THE ACFT WOULD NOT HAVE FLYING SPEED AND CLEAR THE FENCE AT THE END OF THE FIELD. HE ELECTED TO TRY TO JUMP THE ACFT OVER THE FENCE AND LAND ON THE OTHER SIDE. THE NOSE GEAR CLEARED THE FENCE BUT THE MAIN GEAR CAUGHT THE WIRE. AFTER LANDING ON THE OTHER SIDE OF THE FENCE, THE PLT FOUND SEVERAL HUNDRED FT OF BARBED WIRE ATTACHED TO THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 2014

12/17/88

BASIN,WY

A/C Reg. No. N6122T

Time (Lcl) - 1630 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - FENCE
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. ABORTED TAKEOFF - 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) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

EMBRY RIDDLE AERO U. DAYTONA BEACH



3 1745 00078 7336

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