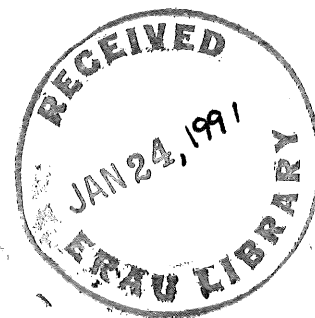


NTSB  
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# NATIONAL TRANSPORTATION SAFETY BOARD

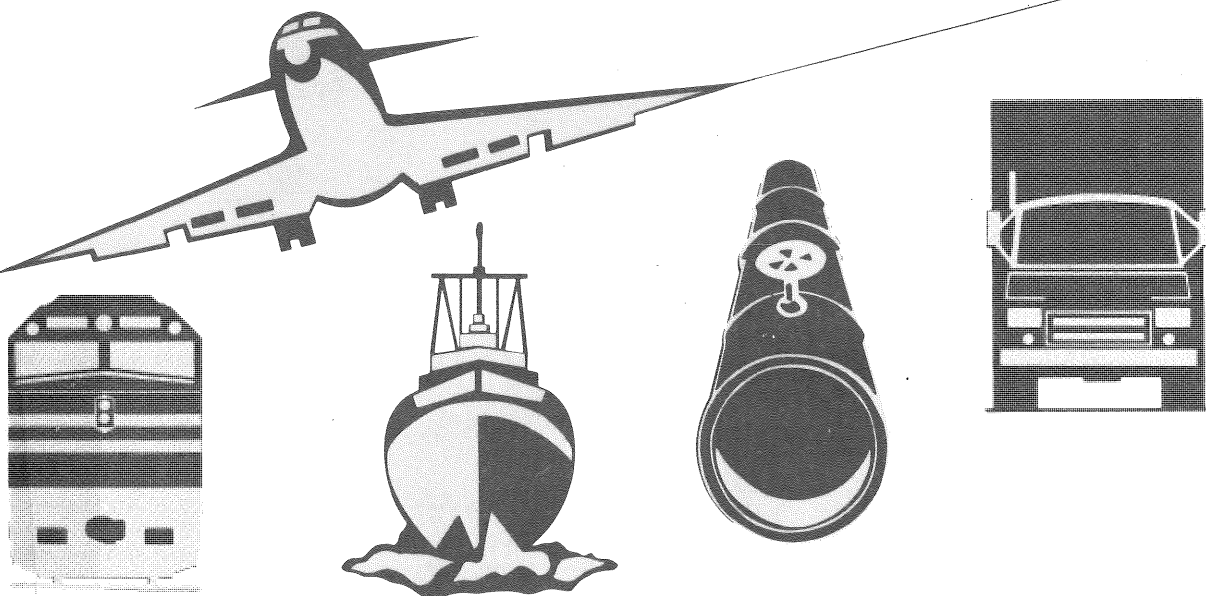


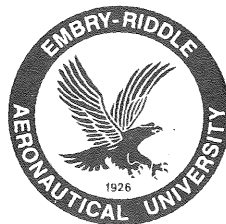
## AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 12 OF 1988 ACCIDENTS





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**TECHNICAL REPORT DOCUMENTATION PAGE**

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				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract  This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1988. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.  <p align="center">File Numbers: 2201 through 2400</p>					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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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 12**

**CALENDAR YEAR 1988**

## File Order Listing - Issue No. 12, 1988

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
2201	6176K	100288	SILERTON, TN	CESSNA	150M	NONE	328
2202	9040U	062688	SALISBURY, MD	BOEING	737	SERIOUS	220
2203	738MX	022688	NORTH HANOVER, NJ	CESSNA	172	NONE	258
2204	706FL	120488	CARLSBAD, CA	PIPER	PA-28	NONE	130
2205	62541	080388	POST MILLS, VT	CESSNA	172P	FATAL	384
2206	2834Y	101488	BROOKLET, GA	CESSNA	182E	FATAL	152
2207	244RM	122288	FRANKLIN TWP, PA	CESSNA	414	FATAL	324
2208	32126	070988	PLYMOUTH, NH	WACO	UPF-7	NONE	254
2209	4683R	092888	FORT WORTH, TX	PIPER	PA-28-140	NONE	354
2210	4175G	020188	BANGOR, ME	CESSNA	402B	NONE	224
2211	400JL	101688	COLLEGEVILLE, PA	CESSNA	P210	SERIOUS	308
2212	757LD	081088	SWANTON, VT	CESSNA	152	FATAL	386
2213	810TW	072488	MADISON, IN	WILLIAMS	WACO	NONE	188
2214	8112T	101088	INDIANAPOLIS, IN	PIPER	PA-28-181	MINOR	198
2215	677U	071888	CAPE GIRARDEAU, IL	GRUMMAN	G-164A	NONE	168
2216	3047	071588	NEWBURGH, IN	SOLLARS	ROTORWAY E	SERIOUS	186
2217	2758P	031888	WEST CHICAGO, IL	PIPER	PA-22-150	NONE	162
2218	6132R	081988	ENNIS, MT	CESSNA	T210F	NONE	250
2219	61BE	121088	HUTCHINSON, KS	CESSNA	650	NONE	204
2220	42404	081388	HAZEL GREEN, AL	CESSNA	188	NONE	2
2221	2865S	070388	PLYMOUTH, OH	CESSNA	150G	FATAL	288
2222	119CG	122288	CAPE GIRARDEAU, MO	BELL	206L-1	FATAL	248
2224	825DW	071488	TAUNTON, MA	CESSNA	421	FATAL	212
2225	918RW	103088	MEMPHIS, TN	MCDONNELL DO	DC-9-31	NONE	330
2226	1176D	122388	SANDUSKY, OH	PIPER	PA-18A	NONE	298



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2227	555ST	122488	HARRISON, NY	BEECH	A36	FATAL	280
2228	2153U	111988	GANS, PA	PIPER	PA-28RT-20	FATAL	318
2229	9958U	022388	MARTINSVILLE, IN	GRUMMAN AMER	AA-5A	FATAL	184
2231	80943	071088	HOLLAND, MI	CESSNA	172M	FATAL	230
2232	3828K	081088	AUBURN, IN	PIPER	PA-28	FATAL	190
2233	6151W	092588	HUTCHINSON, MN	PIPER	PA-28	FATAL	242
2234	90DR	060288	LATROBE, PA	PIPER	PA-60	NONE	304
2235	1240S	060588	ERWINNA, PA	SCHWEIZER	SGS-2-33	NONE	306
2236	5140S	082688	GARY, IN	PIPER	PA-28R-200	MINOR	192
2237	32076	040188	QUINCY, IL	PIPER	PA-32-300	FATAL	164
2238	6100N	122688	JEFFERSONVILLE, IN	BEECH	B23	FATAL	202
2239	1404K	082888	PAINTON, MO	LUSCOMBE	8A	SERIOUS	246
2240	4139Y	052888	SONOMA, CA	BELLANCA	7ECA	MINOR	76
2241	6553	071988	KNOBEL, AR	GRUMMAN	G-164A	MINOR	4
2242	4834P	090988	CRESCENT CITY, CA	CESSNA	182M	NONE	112
2243	411AE	032588	DECATUR, TX	BRITISH AEROS	BAE-3101	NONE	342
2244	28156	053088	WAUTOMA, WI	BELLANCA	17-30A	FATAL	388
2245	8291Z	102188	FREDERICK, MD	PIPER	PA-28RT-20	FATAL	222
2246	263CM	113088	WASHINGTON, DC	SWEARINGEN	SA-226T	NONE	150
2247	308PS	111888	LOCUST GROVE, AR	BEECH	E-90	FATAL	8
2248	57DH	091788	OKLAHOMA CITY, OK	SNYDER	STOLP SA-3	FATAL	300
2249	5333N	052988	EL PASO, TX	AEROTEK	PITTS S2S	FATAL	344
2250	3707Z	080188	VEGA, TX	BEECH	A36TC	NONE	348
2251	50702	092088	OSWEGO, IL	BELLANCA	8KCAB	FATAL	176
2252	2766T	033088	ONAMIA, MN	BEECH	35-C33A	FATAL	236

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2253	2956Z	080388	FLUSHING, MI	BELLANCA	7ECA	FATAL	232
2254	2683B	082688	SACRAMENTO, CA	FAIRCHILD	SA-227-AC	MINOR	102
2255	42908	111288	PAGE, AZ	CESSNA	182L	SERIOUS	26
2256	2889N	062688	ANSON, TX	PIPER	PA-28-236	FATAL	346
2257	91352	072988	HEALDSBURG, CA	PIPER	PA-38-112	NONE	94
2258	2131N	060588	GRAND CANYON, AZ	PIPER	PA-28RT-20	MINOR	20
2259	18136	040488	PINE VALLEY, CA	CESSNA	150	SERIOUS	54
2260	7621R	100288	SCOTTSDALE, AZ	BEECH	B23	FATAL	24
2261	187T	092488	GEORGETOWN, TX	BINGELIS	T-40	SERIOUS	352
2262	3804X	011888	TEMPLE, TX	BEECH	V35B	NONE	334
2263	67921	100888	SAN BENITO, TX	DOUGLAS	A-20G	FATAL	358
2264	3S	100688	SAN BENITO, TX	SHAMGAUGH	PITTS SPEC	NONE	356
2265	4675Q	121788	BUENA PARK, CA	CESSNA	T210L	FATAL	132
2266	96164	111488	LAWRENCEVILLE, GA	CESSNA	R172E	MINOR	154
2267	47307	071488	GULF-OF-MEXICO, OF	AEROSPATIALE	SA330J	FATAL	282
2268	72249	122788	ALAMO, TX	CESSNA	TU206D	SERIOUS	372
2269	2785B	120588	SOUTH MARSH 113, GM	MBB	B0-105	MINOR	156
2270	58261	121288	KOUNTZE, TX	HUGHES	369D	MINOR	370
2271	8083	091088	BRIGGS, TX	SCHEMPH-HIRT	STANDARD C	SERIOUS	350
2272	47806	091788	OKMULGEE, OK	PIPER	PA-28R-201	FATAL	302
2273	84HM	021888	YORKVILLE, IL	HILL	BUSHBY MUS	FATAL	160
2274	8547L	111488	AMARILLO, TX	PIPER	PA-25	FATAL	362
2275	722BH	111388	MONTAUK, NY	BEECH	A36	SERIOUS	274
2276	6198H	101288	SANTA MARIA, CA	PIPER	PA-32-300	FATAL	120
2277	210RW	122488	MT AIRY, NC	CESSNA	210B	FATAL	252

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2278	6191R	102088	ROGERS, AR	CESSNA	T210F	FATAL	6
2279	4608R	100888	SCHAUMBURG, IL	PIPER	PA-28	MINOR	178
2280	7791K	090588	CLAYPOOL, IN	PIPER	PA-20	FATAL	194
2281	30GA	062488	CLEVELAND, OH	SHORT BROTHE	SC.7	NONE	286
2282	9372E	102188	PETALUMA, CA	CESSNA	172N	FATAL	122
2283	909MG	102988	ASPEN, CO	CANADAIR	CL-600-1A1	MINOR	140
2284	60566	020288	LK HAVASU CITY, AZ	CESSNA	U206F	FATAL	12
2285	6586J	091788	ADAMS, MA	CESSNA	172N	FATAL	214
2286	8660G	082288	BELLBROOK, OH	CESSNA	150F	FATAL	292
2287	7917X	120388	PLANO, TX	CESSNA	172B	SERIOUS	368
2288	8496P	030388	MIDLAND, TX	PIPER	PA-24-400	NONE	338
2289	2780W	111788	GULF-OF-MEXICO, OF	BELL	206L-1	SERIOUS	284
2290	142AA	011088	DFW AIRPORT, TX	MCDONNELL DO	DC-10	SERIOUS	332
2291	468CM	112088	OXFORD, CT	CESSNA	340	SERIOUS	142
2293	9522F	080288	BRACEVILLE, IL	MCDONNELL DO	269B	FATAL	172
2294	7660J	022788	SOLEDAD, CA	PIPER	PA-28R-180	SERIOUS	42
2296	604MM	091688	SPRINGVILLE, CA	PIPER	PA-24-250	FATAL	114
2297	729RW	090988	MINNEAPOLIS, MN	BOEING	727-200	NONE	240
2298	4545F	101588	FAIRVIEW HTS., IL	PIPER	PA-28-151	NONE	182
2299	2838B	080588	DOWAGIAC, MI	BELL	47J-	NONE	234
2302	94210	122488	NORCO, CA	CESSNA	T210L	FATAL	136
2303	5012J	121888	LINWOOD, KS	BELL	206L-1	MINOR	206
2304	85012	092888	KEYSVILLE, VA	CESSNA	172M	NONE	380
2305	74124	120288	ALLEN, TX	BELL	47-D1	SERIOUS	366
2306	48265	021688	BON-WIER, TX	HILLER	UH-12-D	SERIOUS	336

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2307	1RJ	102088	BLUE BELL, PA	BEECH	A24R	FATAL	310
2308	60819	110288	HOUSTON, TX	PIPER	601B	FATAL	360
2309	200RS	011888	HAZELWOOD, MO	PIPER	PA-31T-620	FATAL	244
2310	61305	020288	DOUGLAS, AZ	CESSNA	150J	FATAL	10
2311	74236	022788	FRAZIER PARK, CA	GRUMMAN	AA-5B	FATAL	40
2312	5164K	111488	FRANKLIN, PA	RYAN	NAVION A	FATAL	314
2313	26022	032788	TORRANCE, CA	PIPER	PA-28-181	MINOR	50
2314	1345Q	091188	PICACHO, AZ	FAIRCHILD-HI	FH-1100	SERIOUS	22
2315	1183M	081488	ISLAND FALLS, ME	CESSNA	172K	FATAL	226
2316	2445Q	021288	WESTLAKE VLG, CA	ROBINSON	R-22B	NONE	38
2317	772AX	031788	OILDALE, CA	DONIER	DO-24	SERIOUS	46
2318	42450	011788	NEWHALL, CA	CESSNA	182L	FATAL	32
2319	29111	041688	MARICOPA, CA	CESSNA	210L	FATAL	58
2320	3388K	122788	CHINO, CA	UNIVERSAL	GLOBE GC-1	SERIOUS	138
2321	52504	073088	CEDAR GROVE, CA	CESSNA	177RG	FATAL	98
2322	3208T	111288	PITTSTOWN, NJ	CESSNA	177	SERIOUS	266
2323	50200	110888	NEWSTEAD, NY	CESSNA	150H	MINOR	272
2324	9307D	110688	ROBBINSVILLE, NJ	CESSNA	172RG	NONE	264
2325	4341T	112388	BERLIN, NJ	PIPER	PA-28-180	SERIOUS	268
2326	8172P	112688	DANIELSON, CT	PIPER	PA-28-181	SERIOUS	144
2327	3820H	121188	NEW ALEXANDRIA, PA	MOONEY	M20J	NONE	322
2328	1841E	061888	CAPON BRIDGE, WV	AERONCA	7AC	NONE	390
2329	2885G	112288	PALMYRA, NY	PIPER	PA-28-181	NONE	278
2330	30FA	111588	LATROBE, PA	GRUMMAN	AA-5	MINOR	316
2331	54394	111488	PAWLING, NY	PIPER	PA-28-140	MINOR	276

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2332	16502	120788	LACONIA, NH	PIPER	PA-34-200	NONE	256
2333	63136	121688	LYME, CT	CESSNA	150	SERIOUS	148
2334	6538G	121288	GREENWICH, CT	CESSNA	150L	NONE	146
2335	9233S	121188	OXFORD, MA	BEECH	24R	NONE	218
2336	8572V	112588	ERWINNA, PA	BELLANCA	7ECA	MINOR	320
2337	98121	091188	ORANGE, VA	PIPER	J3C-65	FATAL	378
2338	14HR	093088	COLUMBUS, OH	PIPER	PA-60-601P	FATAL	294
2339	777HS	110588	CAMARILLO, CA	CESSNA	T210L	MINOR	126
2339	8219J	110588	CAMARILLO, CA	PIPER	AEROSTAR 6	MINOR	128
2340	7108	071088	PURCELLVILLE, VA	BALLOON WORK	AX-8	SERIOUS	376
2341	1598V	032588	FANCY GAP, VA	RYAN	NAVION NA-	FATAL	374
2342	750AM	070888	VAN NUYS, CA	HUGHES	269C	MINOR	86
2343	43310	061288	PALM SPRINGS, CA	PIPER	PA-28-161	SERIOUS	80
2344	51234	062988	DESCANSO, CA	CESSNA	172P	FATAL	82
2345	63537	111888	FORT WORTH, TX	CESSNA	150M	FATAL	364
2346	5474W	082188	WALL TOWNSHIP, NJ	PIPER	PA-28-150	SERIOUS	262
2347	9173W	071888	NORTH LIMA, OH	GEDDES	COMMANDER	SERIOUS	290
2348	14ORM	102288	BIG PINE, CA	PIPER	PA-28-140	FATAL	124
2349	8065R	100288	MT. BALDY, CA	BEECH	A24R	FATAL	118
2350	15855	072988	GLENDALE, CA	REARWIND	8500	MINOR	96
2351	9991F	063088	PERRIS, CA	HELIO	HST-550A	FATAL	84
2352	4845D	051788	GRAND CANYON, AZ	CESSNA	182A	FATAL	16
2353	27EB	071288	LOMPOC, CA	BEECH	A35	FATAL	90
2354	2938X	010788	NAPA, CA	PIPER	PA-28-181	FATAL	30
2355	3322V	050788	SANTA PAULA, CA	BEECH	35	FATAL	68

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2356	6130	051488	FAIRFIELD, CA	CURTISS-WRIG	TRAVEL AIR	FATAL	72
2357	4943T	051388	WAIALUA, HI	MCDONNELL DOU	369D	SERIOUS	158
2358	4103A	031788	OILDALE, CA	BEECH AIRCRA	V35B	FATAL	44
2359	8855M	032688	SANTA MARIA, CA	BEECH	D95A	FATAL	48
2360	5113A	012388	TEMPLE CITY, CA	CESSNA	172	FATAL	34
2360	63CA	012388	TEMPLE CITY, CA	CESSNA	411	FATAL	36
2361	5777P	041788	CAJON, CA	AEROSPATIALE	AS355F	FATAL	62
2362	3588Y	042788	HAYWARD, CA	PIPER	PA-31-350	SERIOUS	64
2363	146UA	122388	38.54N, 173.24W, PO	BOEING	747SP-21	SERIOUS	326
2364	9119R	073188	MONEE, IL	TOWNSON	STARDUSTER	NONE	170
2365	1072S	122088	OAKLAND, CA	BELL	206L-1	FATAL	134
2366	2326A	051988	GREEN VALLEY, AZ	PIPER	PA-38-112	FATAL	18
2367	5692P	032788	FREMONT, CA	ENSTROM	280C	NONE	52
2368	8875A	051188	OCOTILLO, CA	BEECH	B-35	FATAL	70
2369	5769Y	082388	INYOKERN, CA	MOONEY	M20J	FATAL	100
2370	60547	090488	HEMET, CA	CESSNA	150J	FATAL	108
2371	68871	031088	ORACLE, AZ	HELIO	HT-295	NONE	14
2372	112CB	060788	MOREHEAD, KY	BYRON/SORREL	SNS-2	NONE	208
2373	94AH	071388	MARINA DEL REY, CA	SIKORSKY	S-58BT	SERIOUS	92
2374	7093F	090488	CHINO, CA	CESSNA	150F	FATAL	106
2375	6926B	071288	COMPTON, CA	PIPER	PA-22-150	FATAL	88
2376	1681J	041788	ESSEX, CA	PIPER	PA-28-140	FATAL	60
2377	4493L	041588	LOS BANOS, CA	CESSNA	172G	FATAL	56
2378	98683	052888	SHAVER LAKE, CA	CESSNA	421C	FATAL	74
2379	1259T	052988	PINECREST, CA	PIPER	PA-28-140	FATAL	78

## File Order Listing - Issue No. 12, 1988

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2380	9276M	122488	YUCCA, AZ	PIPER	PA-28-161	FATAL	28
2381	4328Y	090288	TEMECULA, CA	PIPER	PA-28-161	FATAL	104
2382	4367J	050788	GUATAY, CA	PIPER	PA-28-140	FATAL	66
2383	33283	090788	SAN LUIS OBISPO, CA	CESSNA	177RG	FATAL	110
2384	852TW	082788	CHICAGO, IL	BOEING	727-31	MINOR	174
2385	63739	030688	ARLINGTON, TX	FAIRCHILD	M-62C	MINOR	340
2386	5121J	122488	MADISON, IN	CESSNA	310R	FATAL	200
2387	3451W	092388	FULLERTON, CA	PIPER	PA-32-260	SERIOUS	116
2388	4194W	112388	MEADOWS OF DAN, VA	PIPER	PA-32-300	FATAL	382
2389	543CC	071388	PLYMOUTH, MA	BELL	206B	NONE	210
2390	11088	071188	LAKEWOOD, NJ	CHAMPION	7GCAA	NONE	260
2391	3001E	080788	PIERZ, MN	AERONCA	7AC	FATAL	238
2392	8769R	100988	QUINCY, IL	BEECH	55B	NONE	180
2393	4605P	071188	DEKALB, IL	WEATHERLY	620	NONE	166
2394	21985	092388	ORLEANS, IN	PIPER	PA-28-181	NONE	196
2395	1954H	070188	AKRON, NY	PIPER	PA-32-300	NONE	270
2397	889HC	052588	PONTIAC, MI	CHAPPEL	RATSREPUS	FATAL	228
2398	7418X	102988	COLUMBUS, OH	CESSNA	172B	MINOR	296
2399	2737H	100988	METHUEN, MA	SCHWEIZER	1-35C	MINOR	216
2400	56813	102188	EASTON, PA	PIPER	PA-32-300	NONE	312





**AIRCRAFT ACCIDENT REPORTS**  
**BRIEF FORMAT**  
**U.S. CIVIL AND FOREIGN AVIATION**  
**ISSUE NUMBER 12 OF 1988 ACCIDENTS**

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2220      8/13/88      HAZEL GREEN,AL      A/C Reg. No. N42404      Time (Lcl) - 1730 CDT

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

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

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

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL TS10-520-T	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JONES FIELD
Wind Dir/Speed- 140/008 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4000
SE LAND	Months Since - 1	Make/Model- 3200
	Aircraft Type - C-150	Instrument- 25
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 25
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD HE HAD FLOWN OFF THE STRIP ALL DAY & THE TEMP HAD RISEN TO 101 DEG. AS HE WAS ON HIS LAST TAKEOFF, HE REALIZED THE CHEMICAL LOAD WAS TOO GREAT FOR THE CONDITIONS. HE SAID HE DUMPED PART OF THE LOAD, BUT THE ACFT SETTLED BACK TO THE GROUND. SUBSEQUENTLY, IT WENT THRU TWO ELECTRIC FENCES & WAS DAMAGED. DENSITY ALTITUDE WAS ESTIMATED TO BE 4000 FT.

Brief of Accident (Continued)

File No. - 2220

8/13/88

HAZEL GREEN,AL

A/C Reg. No. N42404

Time (Lcl) - 1730 CDT

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - TEMPERATURE EXTREMES
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. LOAD JETTISON - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - FENCE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2241      7/19/88      KNOBEL,AR

A/C Reg. No. N6553

Time (Lc1) - 1525 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

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

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 180/005 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 1500 FT SCATTERED  
Lowest Ceiling      - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

PRIVATE AIRSTRIP  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

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

Age - 43  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type      - UNK/NR

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

Total	- 4500	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 PILOT WAS ON A FLIGHT TO GET CHECKED OUT IN THE AIRCRAFT AS PART OF A PRE-EMPLOYMENT REQUIREMENT. WITNESSES SAID THE FLIGHT APPEARED NORMAL UNTIL IT WAS ON A SHORT FINAL APPROACH TO LAND, THEN THE AIRCRAFT TOUCHED DOWN SHORT OF THE PRIVATE STRIP AND NOSED OVER. THE AIRCRAFT WAS BEING OPERATED UNDER 14 CFR 91 AND WAS NOT CARRYING CHEMICALS.

Brief of Accident (Continued)

File No. - 2241

7/19/88

NOBEL, AR

A/C Reg. No. N6553

Time (Lcl) - 1525 CDT

-----  
Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - CROP
- 

Occurrence #3           NOSE OVER  
Phase of Operation      LANDING

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2278 10/20/88 ROGERS, AR

A/C Reg. No. N6191R

Time (Lc1) - 1930 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

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

Make/Model - CESSNA T210F  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3300  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-C  
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- 180/008 KTS  
Visibility - 1.000 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 600 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation - DRIZZLE  
Condition of Light - NIGHT(DARK)

Itinerary

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

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ROGERS MUNI-CARTER FIELD  
Runway Ident - 19  
Runway Lth/Wid - 6000/ 100  
Runway Surface - ASPHALT  
Runway Status - WET

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

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

Age - 44  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3204  
Make/Model- 160  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 50  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A VFR FLT FROM WICHITA, KS TO ROGERS, AR. WHILE EN ROUTE, HE CONTACTED TULSA FSS & OBTAINED WX INFO. AT THAT TIME, HE WAS ADZD THAT VFR FLT WAS NOT RECOMMENDED DUE TO PREVAILING IFR WX IN THE AREA OF HIS DESTN. HOWEVER, THE NON-INSTRUMENT RATED PLT ELECTED TO CONT DESPITE THE WARNING. HE ARRIVED AT THE DESTN AFTER DARK & ATTEMPTED TO LAND. WITNESSES NEAR THE ARPT HEARD THE ACFT FLY OVER THEIR HOMES, THEN HEARD IT CRASH. A SEARCH WAS INITIATED & IT WAS FOUND APRX 1.5 MI SOUTH-SOUTHEAST OF THE ARPT. INITIAL IMPACT WAS WITH TREES AS THE ACFT WAS ON A HEADING OF 160 DEG. THERE WAS EVIDENCE THE ACFT WAS IN A 50 DEG RIGHT BANK & A STEEP NOSE DOWN ATTITUDE WHEN IT CRASHED. IT WAS EXTENSIVELY DMGD DRG IMPACT. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND. APRX 21 MI SOUTH-SOUTHEAST AT FAYETTEVILLE, AR, THE 1950 WX WAS IN PART: 600' OBSCURED, 1 MI VIS WITH FOG & DRIZZLE, WIND FROM 180 DEG AT 8 KTS. ETHANOL WAS FOUND IN THE PLT'S KIDNEY FLUID & BILE, BUT THERE WAS EVIDENCE OF PSBL DECOMPOSITION OR CONTAMINATION OF THE SAMPLES.

Brief of Accident (Continued)

File No. - 2278

10/20/88

ROGERS, AR

A/C Reg. No. N6191R

Time (Lcl) - 1930 CDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - LOW CEILING
  3. WEATHER CONDITION - FOG
  4. WEATHER CONDITION - DRIZZLE
  5. WEATHER CONDITION - OBSCURATION
  6. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
  7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

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

Finding(s)

8. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  9.      SPATIAL DISORIENTATION - PILOT IN COMMAND
  10.      LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
- 

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

-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2247      11/18/88      LOCUST GROVE, AR      A/C Reg. No. N308PS      Time (Lcl) - 1833 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	5	0	0	0

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

Make/Model - BEECH E-90  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 10100  
No. of Seats - 7

Eng Make/Model - P&W PT6A-28  
Number Engines - 2  
Engine Type - TURBOPROP  
Rated Power - 550 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- 100/008 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
ORANGE, TX  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - ADF/NDB

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BATESVILLE REGIONAL  
Runway Ident - 07  
Runway Lth/Wid - 6002/ 150  
Runway Surface - ASPHALT  
Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND

Age - 46

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2300	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-----

BFR & DRG FLT, THE PLT RCVD INFO ABOUT TSTMS IN THE VICINITY OF THE DESTN ARPT. DRG ARR, THE PLT WAS GIVEN THE LITTLE ROCK ALTIMETER SETTING. HE WAS CLRD TO DSCND & CROSS THE NDB (INITIAL APCH FIX) AT OR ABV 3100' MSL, THEN WAS CLRD FOR THE APCH. ABOUT 7-1/2 MIN LATER, THE PLT DECLARED A MISSED APCH & REQUESTED ANOTHER. HE ACKNOWLEDGED CLNC FOR THE 2ND APCH, THEN THERE WAS NO FURTHER RADIO CONTACT WITH THE ACFT. SUBSEQUENTLY, THE ACFT HIT TREES & CRASHED ON HIGH (MTN) TERRAIN ABOUT 6-1/2 MI WSW OF THE ARPT. IMPACT OCCURRED WHILE THE ACFT WAS ON AN EASTERLY HEADING AT ABOUT 1195' MSL. MIN ALT FOR THE APCH WAS 2300' UNTIL ESTABLISHED INBOUND FROM THE NDB, THEN WHEN USING A LITTLE ROCK ALTIMETER SETTING, A MIN ALT OF 1860' WAS REQUIRED UNTIL PASSING THE BAIKS FAN MARKER, 4.6 MI FROM THE RWY. A PLT, WHO WAS WAITING TO DEPART THE AIRPORT, ESTIMATED THERE WAS A VARIABLE OVERCAST AT 300' TO 700' & THE VIS WAS 1 TO 2 MI WITH RAIN. THE ARPT ELEV WAS 464'.



Brief of Accident (Continued)

File No. - 2247

11/18/88

LOCUST GROVE, AR

A/C Reg. No. N308PS

Time (Lcl) - 1833 CST

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

Finding(s)

1. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - RAIN
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. OBJECT - TREE(S)
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,8

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2310      2/02/88      DOUGLAS,AZ      A/C Reg. No. N61305      Time (Lcl) - 0847 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model    - CESSNA 150J  
Landing Gear   - TAILWHEEL-ALL FIXED  
Max Gross Wt   - 1600  
No. of Seats   - 2

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- 180/013 KTS  
Visibility      - 50.0    SM

Lowest Sky/Clouds - 10000 FT SCATTERED  
Lowest Ceiling    - 20000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation     - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DOUGLAS,AZ  
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,ATP,CFI  
SE LAND,ME LAND,SE SEA

Age - 48  
Biennial Flight Review  
Current        - YES  
Months Since   - 1  
Aircraft Type   - C-150J

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

Total	- 12000	Last 24 Hrs	- 1
Make/Model	- UNK/NR	Last 30 Days	- 40
Instrument	- UNK/NR	Last 90 Days	- 75
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT AND HIS STUDENT, WHO HAD RECENTLY RECEIVED HIS PRIVATE AIRMAN'S CERTIFICATE, DEPARTED ON AN EARLY MORNING TRAINING FLIGHT. THE PRIVATE AIRMAN WAS CONTINUING HIS TRAINING TOWARDS A COMMERCIAL AIRMAN'S CERTIFICATE. A FLIGHT PLAN WAS NOT FILED FOR THE FLIGHT. THE AIRCRAFT WAS DISCOVERED MISSING APPROXIMATELY FOUR HOURS AFTER DEPARTURE AND AN AERIAL SEARCH WAS INITIATED. THE AIRCRAFT WRECKAGE WAS FOUND ABOUT FIVE MILES FROM THE AIRPORT, APPROXIMATELY THREE HOURS AFTER THE SEARCH BEGAN. THE WRECKAGE INDICATED THAT THE ACFT WAS TURNING LEFT IN A NOSE DOWN ATTITUDE AT THE MOMENT OF GROUND CONTACT. THE HORNS OF BOTH CONTROL YOKES WERE BROKEN. THE PROP SHOWED EVIDENCE OF ENGINE POWER AT IMPACT.

Brief of Accident (Continued)

File No. - 2310

2/02/88

DOUGLAS,AZ

A/C Reg. No. N61305

Time (Lc1) - 0847 MST

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

Finding(s)

1. STALL/SPIN - INADVERTENT - DUAL STUDENT
  2. REMEDIAL ACTION - INADEQUATE - DUAL STUDENT
  3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2284      2/02/88      LK HAVASU CITY, AZ      A/C Reg. No. N60566      Time (Lcl) - 1400 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - CESSNA U206F  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3600  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL IO-520-F  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 230 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - IMC  
Wind Dir/Speed- 340/008 KTS  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - OVERCAST  
Obstructions to Vision- UNK/NR  
Precipitation      - RAIN  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
RYAN, AZ  
Destination  
LK HAVASU CITY, AZ

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 65

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 878	Last 24 Hrs	- 2
Make/Model-	822	Last 30 Days-	4
Instrument-	UNK/NR	Last 90 Days-	24
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INITIATED A X-COUNTRY FLT OVER MOUNTAINOUS TERRAIN. NO RECORD OF A WX BRIEFING WAS FOUND, NOR DID HE FILE A FLT PLAN. THE AREA WX FORECAST WAS FOR MARGINAL VFR CONDITIONS WITH MOUNTAIN OBSCURATION. SUBSEQUENTLY, THE ACFT CRASHED ON MOUNTAINOUS TERRAIN ABOUT 12 MI FROM THE DESTINATION ARPT. IMPACT OCCURRED ON STEEP TERRAIN AT AN ELEVATION OF ABOUT 3900'. WRECKAGE WAS SCATTERED ABOUT 800' DOWNSLOPE FROM THE INITIAL IMPACT POINT. A GROUND SCAR INDICATED INITIAL IMPACT OCCURRED WITH THE LEFT WING & NOSE OF THE ACFT. ROCKS & SMALL BRUSH NEXT TO THE GROUND SCAR WERE NOT DISTURBED. WX AT THE DESTN ARPT (ELEVATION 483') WAS IN PART: 1900' OVERCAST, VISIBILITY 5 MI WITH LIGHT RAIN SHOWERS. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND, BUT THE ACFT WAS EXTENSIVELY DAMAGED. DRG IMPACT, THE PROP BLADES SEPD FROM THE HUB & EXHIBITED CHORDWISE SCORING & LEADING EDGE GOUGES. ONE BLADE HAD S-BENDING, THE TIP OF THE OTHER BLADE SEPD DRG IMPACT. PLT'S LAST MED CERT WAS DATED 3/8/79.

Brief of Accident (Continued)

File No. - 2284

2/02/88

LK HAVASU CITY, AZ

A/C Reg. No. N60566

Time (Lcl) - 1400 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - RAIN
6. WEATHER CONDITION - OBSCURATION
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

8. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2371

3/10/88

ORACLE,AZ

A/C Reg. No. N68871

Time (Lc1) - 1145 MST

-----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

ON GROUND

Fatal

0

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

1

0

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

Make/Model - HELIO HT-295  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3400  
No. of Seats - 6

Eng Make/Model - LYCOMING G0-480-GA16  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 280 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- 290/010 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  
ORACLE,AZ  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 30  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 848  
Make/Model- 162  
Instrument- 116  
Multi-Eng - 86  
Last 24 Hrs - 4  
Last 30 Days- 42  
Last 90 Days- 116

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THAT HE HAD COMPLETED A CATTLE SURVEY AND WAS RETURNING TO THE RANCH AIRSTRIP WHEN HE ADDED POWER TO CLIMB BACK TO PATTERN ALTITUDE. THE PILOT STATED THAT AS HE ADDED THROTTLE HE HEARD A LOUD POP AND THE ENGINE BEGAN TO LOSE POWER. THE PILOT SAID THAT HE TURNED ON THE BOOST PUMP BUT IT HAD NO EFFECT ON THE ENGINE POWER OUTPUT. THE PILOT NOTED THAT HE PUMPED THE THROTTLE AND WAS ABLE TO RESTORE LIMITED POWER; HOWEVER, THE POWER LEVEL WAS NOT ENOUGH TO MAINTAIN FLIGHT. THE AIRCRAFT SETTLED ONTO THE GROUND, TRAVELING UPSLOPE ON A HILL, AND HIT SEVERAL SMALL TREES WHICH SHEARED OFF THE LEFT LANDING GEAR. A POST CRASH FIRE CONSUMED THE AIRCRAFT. EXAMINATION OF THE AIRCRAFT REVEALED THAT ALL ENGINE ACCESSORIES WERE DESTROYED AND COULD NOT BE FUNCTIONALLY TESTED. NO INTERNAL ABNORMALITY WAS NOTED ON THE ENGINE.

Brief of Accident (Continued)

File No. - 2371

3/10/88

ORACLE, AZ

A/C Reg. No. N68871

Time (Lc1) - 1145 MST

Occurrence #1      LOSS OF ENGINE POWER  
Phase of Operation      CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT SELECTED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)
6. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2352      5/17/88      GRAND CANYON, AZ      A/C Reg. No. N4845D      Time (Lcl) - 2107 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-CRUISE				
		Crew	1	0	0
		Pass	1	0	0

DESTROYED

Fire

ON GROUND

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

Make/Model - CESSNA 182A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2650  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 190/010 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
PAGE, AZ  
Destination  
TUCSON, AZ

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 62  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 5500  
Make/Model- 3400  
Instrument- 58  
Last 24 Hrs - 5  
Last 30 Days- 17  
Last 90 Days- 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TRIP ITINERARY BEGAN AT 0530 HRS ON THE MORNING OF THE ACCIDENT WITH SEVERAL STOPS PLANNED AT VARIOUS AIRPORTS IN ARIZONA AND NEW MEXICO, WITH A LONG STOPOVER AT PAGE. IN THE EVENING THE PILOT GOT A WX BRIEFING AND FILED A FLIGHT PLAN FOR THE RETURN LEG FROM PAGE TO TUCSON. THE PILOT GAVE HIS ROUTE OF FLIGHT AS V293 AT AN ALTITUDE OF 8,500 FT MSL. THE AIRCRAFT STRUCK TREES ON THE NORTH RIM OF THE GRAND CANYON AT AN ALTITUDE OF 8,540 FT MSL. THE ACCIDENT SITE IS ABOUT 2 DEGREES FROM THE CENTER LINE OF V293. A WITNESS HEARD THE AIRCRAFT APPROACH THE ACCIDENT SITE AND REPORTED STRONG ENGINE SOUNDS UNTIL IMPACT. THE WITNESS SAW THE AIRCRAFT STROBE AND NAVIGATION LIGHTS APPROACH THE ACCIDENT SITE IN LEVEL FLIGHT THEN DISAPPEAR INTO THE TREES; AN EXPLOSION AND FIREBALL WERE SEEN IMMEDIATELY THEREAFTER. THE NIGHT WAS CLEAR AND DARK WITH NO MOON. THE VFR SECTIONAL LISTS 9,200 FT MSL AS THE MINIMUM SECTOR ALTITUDE FOR THE ACCIDENT AREA.



Brief of Accident (Continued)

File No. - 2352

5/17/88

GRAND CANYON,AZ

A/C Reg. No. N4845D

Time (Lc1) - 2107 MST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. OBJECT - TREE(S)
  2. LIGHT CONDITION - DARK NIGHT
  3. TERRAIN CONDITION - HIGH TERRAIN
  4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  5. ALTITUDE - IMPROPER - PILOT IN COMMAND
  6. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  7.        FATIGUE(FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2366

5/19/88

GREEN VALLEY, AZ

A/C Reg. No. N2326A

Time (Lcl) - 1022 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
DESTROYED  
Fire NONE

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

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

Make/Model - PIPER PA-38-112  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
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 - 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- 070/004 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TUCSON, AZ

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TUCSON INTL

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)

STUDENT

Age - 20

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 39 Last 24 Hrs - 2

Make/Model- 39 Last 30 Days- 17

Instrument- 2 Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT IMPACTED THE GROUND IN A NOSE DOWN FLAT ATTITUDE. DISPLACEMENT OF THE TAIL WAS INDICATIVE OF ROTATION AT IMPACT. THERE WERE NO INDICATIONS OF MECHANICAL FAILURE OR MALFUNCTION. THE ACCIDENT OCCURRED OVER A LOCAL TRAINING AREA. THE PURPOSE OF THE FLIGHT WAS SOLO PRACTICE OF FLIGHT MANEUVERS SUCH AS STALLS. THE ELEVATOR CONTROLS WERE FOUND IN THE FULL AFT POSITION.

Brief of Accident (Continued)

File No. - 2366

5/19/88

GREEN VALLEY, AZ

A/C Reg. No. N2326A

Time (Lc1) - 1022 MST

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

Finding(s)

1. STALL - PERFORMED - PILOT IN COMMAND
  2. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
  3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
  4.      INADEQUATE TRAINING - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2258

6/05/88

GRAND CANYON,AZ

A/C Reg. No. N2131N

Time (Lcl) - 1000 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - PIPER PA-28RT-201T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-FB  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
DENVER,CO  
Destination  
BULLHEAD CITY,AZ

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- 190/017 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - 25000 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 - 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 - PA-28RT

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 517	Last 24 Hrs - 4
Make/Model- 370	Last 30 Days- 21
Instrument- 6	Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, SMOKE & FUMES ENTERED THE COCKPIT, & SUBSEQUENTLY, THE ENGINE FAILED. THE PLT TRIED TO GLIDE TO AN AIRPORT, BUT WAS UNABLE, SO HE ELECTED TO LAND ON A ROAD. HOWEVER, JUST BEFORE TOUCHDOWN, THE LEFT WING STRUCK A TREE & THE ACFT CRASH LANDED ON THE ROAD. AN EXAM OF THE AIRCRAFT REVEALED THAT A FITTING ON THE ENGINE TURBO-CHARGER OIL SUPPLY LINE HAD FAILED & ALLOWED OIL TO ESCAPE. THE AIRCRAFT HAD BEEN MODIFIED WITH AN OIL PRESSURE SWITCH TO OPERATE THE HOBBS METER; HOWEVER, THE ADAPTER FITTING WAS NOT INSTALLED IN ACCORDANCE WITH THE PRODUCTION CONFIGURATION. AN ADDED TEE FITTING HAD BEEN TIE-WRAPPED & WAS STRESSED IN A SIDEWARD DIRECTION. FAILURE OF THE FITTING OCCURRED ON THE SIDE OPPOSITE OF THE DIRECTION OF THE TIE-WRAP.

Brief of Accident (Continued)

File No. - 2258

6/05/88

GRAND CANYON,AZ

A/C Reg. No. N2131N

Time (Lc1) - 1000 MST

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - FAILURE,TOTAL
2. MAINTENANCE,MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL
3. FLUID,OIL - LEAK
4. FLUID,OIL - EXHAUSTION

Occurrence #2      LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE

Occurrence #3      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #4      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

5. OBJECT - TREE(S)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2314      9/11/88      PICACHO,AZ      A/C Reg. No. N1345Q      Time (Lcl) - 1415 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

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

Make/Model - FAIRCHILD-HILLER FH-1100  
Landing Gear - SKID  
Max Gross Wt - 2750  
No. of Seats - 5

Eng Make/Model - ALLISON 250-C18  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 274 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 - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

ED'S  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - DIRT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 53

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 25169	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	- 451

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO DEPART ON A VFR PERSONAL FLIGHT, CONTROL OF THE HELICOPTER WAS LOST AND IT STRUCK THE GROUND. NEITHER THE FLYING PILOT NOR THE OWNER/PIC, OCCUPYING THE LEFT FRONT SEAT, HELD A ROTORCRAFT-HELICOPTER RATING. THE PIC HAD PREVIOUSLY FLOWN HELICOPTERS, INCLUDING THE ACCIDENT HELICOPTER. THE AIRCRAFT DID NOT HAVE DUAL CONTROLS. THE OWNER/PIC AND THE PILOT, WHO WAS ALSO A FAA DESIGNATED MEDICAL EXAMINER, INITIALLY REPORTED TO AUTHORITIES THAT THE PASSENGER FELL OUT OF A PICK-UP TRUCK. LATER, THE OWNER/PIC REPORTED TO THE SAFETY BOARD THAT HE WAS PREFLIGHTING THE HELICOPTER WITH THE ENGINE RUNNING WHEN IT ROLLED OVER. THE POST-ACCIDENT INVESTIGATION REVEALED THAT THE HELICOPTER STRUCK THE GROUND UNDER HIGH POWER IN A LEFT, NOSE DOWN ATTITUDE AND THE EVIDENCE INDICATED THAT THE PILOT FLYING WAS THE PILOT WITH NO PREVIOUS HELICOPTER EXPERIENCE.

Brief of Accident (Continued)

File No. - 2314

9/11/88

PICACHO,AZ

A/C Reg. No. N1345Q

Time (Lcl) - 1415 MST

---

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - UNQUALIFIED PERSON
  3. SUPERVISION - IMPROPER - PILOT IN COMMAND
- 

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

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-----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. - 2260      10/02/88      SCOTTSDALE,AZ      A/C Reg. No. N7621R      Time (Lcl) - 1912 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire  
ON GROUND

	Injuries			None
	Fatal	Serious	Minor	
Crew	1	0	0	0
Pass	0	4	0	0

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

Make/Model      - BEECH B23  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2450  
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/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      - NIGHT(BRIGHT)

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data  
SCOTTSDALE

Runway Ident      - 21  
Runway Lth/Wid      - 8251/ 75  
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      - 6  
Aircraft Type - B23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total	- 91	Last 24 Hrs	- 2
Make/Model-	25	Last 30 Days-	4
Instrument-	UNK/NR	Last 90 Days-	6
Multi-Eng	- UNK/NR	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT, 3 ADULT PAX & A SMALL CHILD WERE RTRNG TO THE ARPT AT NIGHT. THE PLT WAS TOLD TO FOLLOW 2 OTHER ACFT; HOWEVER HE ENTERED TRAFFIC INCORRECTLY AND WAS TOLD TO GO AROUND. AFTER TURNING TO A DOWNWIND LEG, THE ENG LOST POWER & THE PLT DECLARED AN EMERGENCY (MAYDAY). HE MANEUVERED THE ACFT TOWARD THE ARPT, BUT BEFORE REACHING THE RWY, THE ACFT CRASHED IN A LEFT WING DOWN, NOSE LOW ATTITUDE. IT CAME TO REST & BEGAN BURNING AFTER IT TRAVELED ABOUT 180' FROM THE INITIAL IMPACT POINT. ALL PAX EGRESSED FROM THE ACFT, BUT THE PLT COLLAPSED BEFORE HE ESCAPED. THE RIGHT WING & CABIN/COCKPIT AREAS WERE EXTENSIVELY DAMAGED BY FIRE. A POST ACDNT EXAMINATION OF THE ENG DISCLOSED NO EVIDENCE OF ANY PREIMPACT MALFUNCTIONS OR FAILURES. WHEN THE FUEL SELECTOR VALVE WAS CHECKED, IT WAS FOUND POSITIONED BETWEEN THE LEFT & RIGHT FUEL TANK SETTINGS. THE HANDLE FOR THE FUEL SELECTOR VALVE WAS NOT INDIVIDUALLY LIGHTED; ITS LIGHTING SOURCE WAS THE OVERHEAD CABIN LIGHTING. ONE PAX RPRTD HEARING THE SOUND OF A STALL WARNING HORN BEFORE IMPACT.



Brief of Accident (Continued)

File No. - 2260

10/02/88

SCOTTSDALE,AZ

A/C Reg. No. N7621R

Time (Lc1) - 1912 MST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. FLUID,FUEL - STARVATION
  3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

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

Finding(s)

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2255 11/12/88 PAGE,AZ

A/C Reg. No. N42908

Time (Lcl) - 1606 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

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

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

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 260/010 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WINSLOW,AZ  
Destination  
CEDAR CITY,UT

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 137  
Make/Model- 9  
Instrument- UNK/NR  
Multi-Eng - 0  
Last 24 Hrs - 2  
Last 30 Days- 5  
Last 90 Days- 11  
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS CRUISING AT 12,500 FEET WHEN THE ENGINE FAILED. A FORCED LANDING WAS MADE IN A CLEARING WHERE THE AIRCRAFT STRUCK A LOG PILE & NOSED OVER. A TEARDOWN OF THE ENGINE REVEALED THE NUMBER FIVE PISTON HAD FAILED.

Brief of Accident (Continued)

File No. - 2255

11/12/88

PAGE, AZ

A/C Reg. No. N42908

Time (Lcl) - 1606 MST

-----  
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      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE  
3. TERRAIN CONDITION - ROUGH/UNEVEN

-----  
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

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. - 2380

12/24/88

YUCCA,AZ

A/C Reg. No. N9276M

Time (Lcl) - 2320 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
1  
1

Injuries

Serious  
Minor  
0  
0

None  
0  
0

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

Make/Model - PIPER PA-28-161  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2440  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - UNK/NR  
Wind Dir/Speed- 135/009 KTS  
Visibility - 2.000 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling - OVERCAST  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
BULLHEAD,AZ  
Destination  
SCOTTSDALE,AZ

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 43

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 108  
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 RECENTLY CERTIFICATED PRIVATE PILOT DEPARTED BULLHEAD ON CHRISTMAS EVE FOR A NIGHTTIME FLIGHT TO PHOENIX SO HIS PASSENGER COULD CONNECT WITH AN 0800 AIRLINE FLIGHT HOME. THE PILOT TOOK OFF AND NAVIGATED TO THE SE FOR 23 NM. AWAY FROM ALL CITY LIGHTS AND OVER DESERT TERRAIN HE BECAME SPATIALLY DISORIENTED AND LOST CONTROL OF THE ACFT. THE ACFT DESCENDED AT A HIGH RATE OF SPEED & COLLIDED WITH TERRAIN WHILE IN AT LEAST A 60 DEGREE BANK. THERE WERE NO WITNESSES TO THE CRASH. PERSONS LOCATED 6 MI E OF THE CRASH SITE REPORTED IT WAS FOGGY, THE VISIBILITY WAS 2 MI AND THERE WAS LIGHT RAIN AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2380

12/24/88

YUCCA,AZ

A/C Reg. No. N9276M

Time (Lc1) - 2320 MST

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

Finding(s)

1. WEATHER CONDITION - DRIZZLE
  2. LIGHT CONDITION - DARK NIGHT
  3. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
  4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  5. JUDGEMENT - POOR - PILOT IN COMMAND
  6. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
- 

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

Finding(s)

7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  8. SPATIAL DISORIENTATION - PILOT IN COMMAND
  9. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,7,9

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2354      1/07/88      NAPA, CA      A/C Reg. No. N2938X      Time (Lcl) - 1819 PST

-----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      -MANEUVERING			1	0	0

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

Make/Model      - PIPER PA-28-181	Eng Make/Model      - LYCOMING O-360-A4M	ELT Installed/Activated      - YES/YES
Landing Gear      - TRICYCLE-FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 2500	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 4	Rated Power      - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method      - IN PERSON	LANCASTER, CA	
Completeness      - FULL	Destination	Airport Data
Basic Weather      - IMC	NAPA, CA	NAPA COUNTY
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident      - 18
Visibility      - 2.000 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 5931/ 150
Lowest Sky/Clouds      - N/A	Type of Clearance      - IFR	Runway Surface      - CONCRETE
Lowest Ceiling      - 800 FT OVERCAST	Type Apch/Lndg      - VOR/DME	Runway Status      - WET
Obstructions to Vision- FOG		
Precipitation      - RAIN		
Condition of Light      - NIGHT(DARK)		

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

Pilot-In-Command	Age      - 50	Medical Certificate      - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 1123
SE LAND	Months Since      - 9	Make/Model- 758
	Aircraft Type      - PA-28	Instrument- 86
		Last 24 Hrs      - 4
		Last 30 Days- 15
		Last 90 Days- 36

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE PLT WAS RETURNING AFTER A 2 WEEK VACATION TRIP TO ARIZONA. AT AN ENROUTE STOP THE PLT ORDERED THE ACFT FUELED TO PARTIAL TANK CAPACITY ON 1 SIDE & FULL ON THE OTHER. HE ALSO GOT A WX BRIEFING WHICH ADVISED AGAINST VFR FLT DUE TO CLOUDS, FOG & RAIN. THE PLT HAD AN INST RATING BUT WAS NOT CURRENT. THE PLT CONT ON TO THE DEST & FOUND WORSE WX CONDS THAN FORECAST. HE ASKED OAKLAND CENTER FOR AN APPROACH & WAS GIVEN HOLDING INSTRUCTIONS & TOLD TO EXPECT DELAYS DUE TO HEAVY IFR TRAFFIC. AT THAT TIME THE ACFT HAD ABOUT 1 HR & 30 MINS OF FUEL LEFT. THE PLT HELD FOR 47 MINS BEFORE AN APPROACH CLEARANCE WAS ISSUED. ON THE APPROACH THE PLT REPORTED THE VOR INBOUND BUT RADAR DATA SHOWED HE WAS OVER THE ARPT INSTEAD. THE PLT WAS 3 MILES PAST ARPT WHEN CONTROLLERS TOLD HIM HIS POSITION. PLT CLAIMED HE HAD A FIRE & HAD LOST HIS GYROS & ASKED FOR VECTORS TO ARPT. ACFT CRASHED WHILE MANEUVERING IN IFR COND. NO EVIDENCE OF FIRE OR GYRO FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 2354

1/07/88

NAPA, CA

A/C Reg. No. N2938X

Time (Lc1) - 1819 PST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - RAIN
5. LIGHT CONDITION - DARK NIGHT
6. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
7. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
8. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 MISCELLANEOUS/OTHER  
Phase of Operation CRUISE - HOLDING(IFR)

Finding(s)

9. FLUID, FUEL - LOW LEVEL
10. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 MISCELLANEOUS/OTHER  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

11. IFR PROCEDURE - MISJUDGED - PILOT IN COMMAND
12. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
13. LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

14. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
15. ANXIETY/APPREHENSION - PILOT IN COMMAND
16. SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - UNCONTROLLED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,12,14

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9,10,11,13,15,16

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2318

1/17/88

NEWHALL,CA

A/C Reg. No. N42450

Time (Lcl) - 0052 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

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

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

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - IMC  
Wind Dir/Speed- 290/015 KTS  
Visibility - 1.000 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling - 500 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
BULLHEAD CITY,AZ  
Destination  
LA VERNE,CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 50  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - C-182L

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 362  
Make/Model- 95  
Instrument- 46  
Last 24 Hrs - 4  
Last 30 Days- 4  
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OBTAINED A PREFLIGHT WEATHER BRIEFING WHICH PRESENTED A WEATHER PICTURE OF MID LEVEL CLOUDS, TURBULENCE AND GOOD VISIBILITIES. FLIGHT PRECAUTIONS WERE NOTED FOR COASTAL MOUNTAIN OBSCUREMENT DUE TO LOW CLOUDS. RAIN SHOWERS AND LOW CEILINGS WERE FORCASTED FOR THE PERIOD ABOUT 8 HOURS AFTER ETA OF THE FLIGHT. THE ACCIDENT SITE IS AT THE SOUTHWESTERN END OF A SMALL VALLEY WHERE IT NARROWS TO A CONSTRICTED PASS WHICH IS SURROUNDED BY HIGH COASTAL HILLS. SEVERAL WITNESSES REPORTED THAT HEAVY RAIN, LOW CLOUDS AND VISIBILITIES OF ONE HALF MILE IN FOG WERE PRESENT IN THE VALLEY. THE AIRCRAFT WAS SEEN TO FLY DOWN THE VALLEY AT ABOUT 500 FEET AGL OVER A HIGHWAY. AS THE AIRCRAFT APPROACHED AN OIL REFINERY AT THE SOUTHWESTERN END, IT WAS SEEN TO SUDDENLY TURN TO THE RIGHT JUST BEFORE THE REFINERY FLAME STACK AND COLLIDE WITH THE TOP OF A MOUNTAIN RIDGE.



Brief of Accident (Continued)

File No. - 2318

1/17/88

NEWHALL, CA

A/C Reg. No. N42450

Time (Lcl) - 0052 PST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
6. LIGHT CONDITION - DARK NIGHT
7. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. ALTITUDE - INADEQUATE - PILOT IN COMMAND
10. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
11. WEATHER CONDITION - OBSCURATION

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,8,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2360      1/23/88      TEMPLE CITY, CA      A/C Reg. No. N5113A      Time (Lcl) - 1402 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model      - CESSNA 172  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2200  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL O-300-A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 145 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
CORONA, CA  
Destination  
VAN NUYS, CA

ATC/Airspace

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

-----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-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1138	Last 24 Hrs	- 0
Make/Model	- 901	Last 30 Days	- 0
Instrument	- 78	Last 90 Days	- 68
Multi-Eng	- 15		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A TWIN CESSNA COLLIDED WITH A SINGLE ENGINE CESSNA FROM THE SINGLE ENGINE CESSNA'S 7 O'CLOCK POSITION. THE SINGLE ENGINE CESSNA CRASHED AND THE TWIN CESSNA LANDED WITHOUT FURTHER INCIDENT. BOTH AIRPLANES WERE CONDUCTING VISUAL FLIGHT RULES PERSONAL FLIGHTS TO VAN NUYS, CA. THE SINGLE ENGINE CESSNA 172 WAS RECEIVING TRAFFIC ADVISORIES FROM BURBANK TRACON. THE TWIN ENGINE CESSNA HAD DEPARTED FULLERTON AND WAS FLYING A CIRCUITOUS ROUTE TO VAN NUYS IN ORDER TO AVOID THE AIRPORT RADAR SERVICE AREA. THE SINGLE ENGINE CESSNA WAS TRANSPONDER EQUIPPED BUT WITHOUT MODE C CAPABILITY. THE TWIN ENGINE CESSNA WAS EQUIPPED WITH, AND USING, A TRANSPONDER WITH MODE C CAPABILITY. THE RADAR DATA STUDY REVEALED THAT THE TWIN ENGINE CESSNA WAS DISPLAYED ON THE CONTROLLER'S RADAR SCOPE FOR ABOUT 4 MINUTES BEFORE THE COLLISION. THE CONTROLLER DID NOT WARN THE SINGLE ENGINE CESSNA PILOT OF THE CONVERGING TRAFFIC. THE TRACON WAS NOT PROGRAMMED TO ALERT THE CONTROLLER OF A CONFLICT BETWEEN A TRACKED (C-172) AND UNTRACKED (C-411) TARGET.

Brief of Accident (Continued)

File No. - 2360

1/23/88

TEMPLE CITY, CA

A/C Reg. No. N5113A

Time (Lcl) - 1402 PST

-----  
Occurrence #1        MIDAIR COLLISION  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
  2. RADAR ASSISTANCE TO VFR AIRCRAFT - NOT ISSUED - ATC PERSONNEL(DEP/APCH)
  3. SAFETY ADVISORY - NOT ISSUED - ATC PERSONNEL(DEP/APCH)
  4. RADAR, CONFLICT ALERT - INADEQUATE
- 

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

-----

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

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2360

1/23/88

TEMPLE CITY, CA

A/C Reg. No. N63CA

Time (Lcl) - 1402 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -CRUISE

Other

2

0

0

0

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

Make/Model - CESSNA 411

Eng Make/Model - CONTINENTAL GTSIO-520-C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - NO

Max Gross Wt - 6500

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 8

Rated Power - 340 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- LIGHT AND VARIABLE

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FULLERTON, CA

Destination

VAN NUYS, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BURBANK

Runway Ident - 25

Runway Lth/Wid - 6074/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 40

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - C-411

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1610

Last 24 Hrs - 2

Make/Model- UNK/NR

Last 30 Days- 11

Instrument- 129

Last 90 Days- 16

Multi-Eng - 1008

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A TWIN ENGINE CESSNA COLLIDED WITH A SINGLE ENGINE FROM THE SINGLE ENGINE CESSNA'S 7 O'CLOCK POSITION. THE SINGLE ENGINE CESSNA CRASHED AND THE TWIN CESSNA LANDED WITHOUT FURTHER INCIDENT. BOTH AIRPLANES WERE CONDUCTING VISUAL FLIGHT RULES PERSONAL FLIGHTS TO VAN NUYS, CA. THE SINGLE ENGINE CESSNA 172 WAS RECEIVING TRAFFIC ADVISORIES FROM BURBANK TRACON. THE TWIN ENGINE CESSNA HAD DEPARTED FULLERTON AND WAS FLYING A CIRCUITOUS ROUTE TO VAN NUYS IN ORDER TO AVOID THE AIRPORT RADAR SERVICE AREA. THE SINGLE ENGINE CESSNA WAS TRANSPONDER EQUIPPED BUT WITHOUT MODE C CAPABILITY. THE TWIN ENGINE CESSNA WAS EQUIPPED WITH, AND USING, A TRANSPONDER WITH MODE C CAPABILITY. THE RADAR DATA STUDY REVEALED THAT THE TWIN ENGINE CESSNA WAS DISPLAYED ON THE CONTROLLER'S RADAR SCOPE FOR ABOUT 4 MINUTES BEFORE THE COLLISION. THE CONTROLLER DID NOT WARN THE SINGLE ENGINE CESSNA PILOT OF THE CONVERGING TRAFFIC. THE TRACON WAS NOT PROGRAMMED TO ALERT THE CONTROLLER OF A CONFLICT BETWEEN A TRACKED (C-172) AND UNTRACKED (C-411) TARGET.

Brief of Accident (Continued)

File No. - 2360

1/23/88

TEMPLE CITY, CA

A/C Reg. No. N63CA

Time (Lcl) - 1402 PST

Occurrence #1            MIDAIR COLLISION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. RADAR ASSISTANCE TO VFR AIRCRAFT - NOT ISSUED - ATC PERSONNEL(DEP/APCH)
3. SAFETY ADVISORY - NOT ISSUED - ATC PERSONNEL(DEP/APCH)
4. RADAR, CONFLICT ALERT - INADEQUATE

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

Finding(s)

5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

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

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

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. - 2316      2/12/88      WESTLAKE VLG,CA      A/C Reg. No. N2445Q      Time (Lcl) - 1300 PST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -DESCENT					

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

Make/Model - ROBINSON R-22B	Eng Make/Model - LYCOMING O-360-82C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1370	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TORRANCE,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 045/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
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)
PRIVATE	Current - YES	Total - 513
SE LAND	Months Since - 5	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - R-22	Make/Model- 99
		Last 30 Days- UNK/NR
		Instrument- 59
		Last 90 Days- 41
		Multi-Eng - 0
		Rotorcraft - 99

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CROSSING OVER A RIDGE LINE THE PLT REPTD THAT THE HELICOPTER PITCHED UP, THEN DOWN, FOLLOWED BY A VIOLENT RIGHT TURN. THE PLT WAS ABLE TO ARREST THE TURN BUT THE HELICOPTER WAS TOO LOW TO THE DOWNWARD SLOPING RIDGE AND A CRASH WAS IMMINENT. THE PLT EXECUTED A LEFT PEDAL TURN TO COLLIDE WITH THE TERRAIN TO THE LEFT WHICH WOULD PREVENT THE HELICOPTER FROM ROLLING DOWNHILL. THE WRECKAGE EXAMINATION DISCLOSED NO EVIDENCE OF ANY PREIMPACT MALFUNCTIONS AND/OR FAILURES IN THE FLIGHT CONTROL SYSTEM.

Brief of Accident (Continued)

File No. - 2316

2/12/88

WESTLAKE VLG, CA

A/C Reg. No. N2445Q

Time (Lc1) - 1300 PST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
  3. WEATHER CONDITION - UPDRAFT
  4. CYCLIC - IMPROPER USE OF - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2311      2/27/88      FRAZIER PARK,CA      A/C Reg. No. N74236      Time (Lcl) - 1300 PST

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

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

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

Make/Model	- GRUMMAN 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-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	VAN NUYS,CA	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	GROVE LANE,CA	
Wind Dir/Speed	- 150/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate	- NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	Total	- 4000
SE LAND,ME LAND,ME SEA	Months Since	Make/Model	- UNK/NR
	Aircraft Type	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENG LOST POWER WHILE THE PLT WAS MANEUVERING IN MOUNTAINOUS TERRAIN IN MARGINAL WEATHER AND THE ACFT COLLIDED WITH TREES AND TERRAIN. THE PLT RECEIVED A PREFLT WX BRIEFING DETAILING MOUNTAIN OBSCURATION AND VFR WAS NOT RECOMMENDED. DURING THE FLT PRIOR TO THE ACCIDENT, THE ACFT EXPERIENCED A CARBURETOR FIRE. REVIEW OF MAINTENANCE RECORDS REVEALED THAT PROPER PROCEDURES IN ACCORDANCE WITH THE MANUFACTURERS MAINTENANCE MANUAL WERE NOT FOLLOWED. POST ACCIDENT EXAM OF CARBURETOR REVEALED THAT THE ACCELERATOR PUMP PLUNGER RETAINER WASHER WAS WORN AND HAD SLIPPED OFF THE PLUNGER SEAT. EVIDENCE OF BACKFIRING WAS FOUND IN THE CARBURETOR AIR BOX, AIR FILTER AND VENTURI. THE AIR BOX WAS CLEANED AND AIR FILTER WAS REPORTEDLY REPLACED PREVIOUS TO THE ACCIDENT FLT.



Brief of Accident (Continued)

File No. - 2311

2/27/88

FRAZIER PARK, CA

A/C Reg. No. N74236

Time (Lcl) - 1300 PST

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

Finding(s)

1. WEATHER CONDITION - OBSCURATION
  2. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
  3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF ENGINE POWER  
Phase of Operation    MANEUVERING

Finding(s)

4. FUEL SYSTEM, CARBURETOR - FAILURE, PARTIAL
  5. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
- 

Occurrence #3        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

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

Finding(s)

6. OBJECT - TREE(S)
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2294      2/27/88      SOLEDAD, CA      A/C Reg. No. N7660J      Time (Lcl) - 1450 PST

-----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
Flight Conducted Under	-14 CFR 91	NONE	Pass	3	0	0
Accident Occurred During	-APPROACH					

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

Make/Model	- PIPER PA-28R-180	Eng Make/Model	- LYCOMING IO-360-B1E	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing      - UNK/NR</p> <p>Method           - UNK/NR</p> <p>Completeness    - FULL</p> <p>Basic Weather    - VMC</p> <p>Wind Dir/Speed- LIGHT AND VARIABLE</p> <p>Visibility        - 15.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling    - 5000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation     - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SALINAS, CA</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance   - NONE</p> <p>Type Apch/Lndg      - TRAFFIC PATTERN</p> <p style="padding-left: 40px;">GO AROUND</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">CHALONE VINEYARD</p> <p>Runway Ident      - 07</p> <p>Runway Lth/Wid    - 1750/      40</p> <p>Runway Surface    - ASPHALT</p> <p>Runway Status     - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND, SE SEA</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current            - YES</p> <p style="padding-left: 20px;">Months Since      - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type      - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total              - 450</p> <p style="padding-left: 20px;">Make/Model-       100</p> <p style="padding-left: 20px;">Instrument-       UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng -       UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs -     UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days-     UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days-     UNK/NR</p> <p style="padding-left: 20px;">Rotorcraft -       UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & 3 PASSENGERS WERE ON A FLT TO A 1750 FT AIRSTRIIP AT A VINEYARD. THE AIRSTRIIP OWNER SAID HE INFORMED THE PLT THAT THE STRIP WAS LOCATED ON THE SIDE OF A HILL, THAT TERRAIN ROSE RAPIDLY TO THE EAST & NORTH OF THE STRIP, & THAT THERE WAS LOWER TERRAIN TO THE SOUTH. DRG AN APCH TO LAND FROM THE WEST. THE PLT ELECTED TO GO AROUND. WITNESSES SAW THE ACFT FLYING SLOWLY OVER RWY 7 WITH THE GEAR EXTENDED. AFTER FLYING PAST THE END OF THE RWY, THE ACFT WAS OBSERVED TO ENTER A LEFT TURN TOWARD RISING TERRAIN. IT CLEARED THE TOP OF THE HILL, BUT HIT 2 TREES JUST BEYOND THE HILLTOP & CRASHED. THE LANDING GEAR WAS FOUND IN THE EXTENDED POSITION. AN AUTOMATIC FEATURE OF THE GEAR WOULD KEEP IT EXTENDED BELOW 85 MPH, EXCEPT WHEN THE OVERRIDE DEVICE WAS USED. THIS WAS THE PLT'S 1ST FLT TO THE AIRSTRIIP.

Brief of Accident (Continued)

File No. - 2294

2/27/88

SOLEDAD,CA

A/C Reg. No. N7660J

Time (Lc1) - 1450 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. GO-AROUND - DELAYED - PILOT IN COMMAND
  3. GEAR RETRACTION - NOT ATTAINED - PILOT IN COMMAND
  4. TERRAIN CONDITION - RISING
  5. OBJECT - TREE(S)
  6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  7. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - 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) 1,2,6

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. - 2358      3/17/88      OILDALE, CA      A/C Reg. No. N4103A      Time (Lcl) - 1241 PST

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

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

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

Make/Model - BEECH AIRCRAFT COMPANY V35B	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DUCOR, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FULLERTON, CA	MEADOWS
Wind Dir/Speed- 360/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2800
SE LAND	Months Since - 0	Make/Model- 2200
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTURE, UPON REACHING 6,500 FT MSL, A PROPELLER BLADE SEPARATED FOLLOWED BY THE ENTIRE PROPELLER ASSY. THE ENGINE MOUNTS BROKE MAKING CONTROL OF THE AIRPLANE DIFFICULT. THE AIRPLANE COLLIDED WITH THE SIDE OF A HILL DURING THE ENSUING FORCED LANDING. METALLURGICAL EXAMINATION OF THE SEPARATED PROPELLER BLADE DISCLOSED HIGH FREQUENCY, LOW AMPLITUDE FATIGUE. THE FATIGUE WAS NOT DUE TO ANY PRE-EXISTING CRACKS OR MATERIAL FAILURE. THE ENGINE MOUNTS WERE EXCEEDINGLY WORN. THE REMANUFACTURED ENGINE WAS INSTALLED IN THE AIRPLANE 1 YEAR BEFORE THE ACCIDENT AND HAD ACCUMULATED 108.6 HOURS. THE OWNER/PILOT DID NOT OVERHAUL THE PROPELLER ON THE ADVICE OF THE FBO CHIEF INSPECTOR. THE PROPELLER EXCEEDED THE MANUFACTURERS RECOMMENDED OVERHAUL PERIOD BY 5 YEARS AT THE TIME THE ENGINE WAS INSTALLED.

Brief of Accident (Continued)

File No. - 2358

3/17/88

OILDALE,CA

A/C Reg. No. N4103A

Time (Lcl) - 1241 PST

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

Finding(s)

1. ENG ASSEMBLY,CRANKSHAFT COUNTERWEIGHTS/VIB DAMPER - WORN
2. PROPELLER SYSTEM/ACCESSORIES,BLADE - FATIGUE
3. MAINTENANCE,OVERHAUL - NOT PERFORMED - FBO PERSONNEL
4. PROPELLER SYSTEM/ACCESSORIES,BLADE - SEPARATION
5. ENGINE ASSEMBLY,MOUNT - WORN

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2317      3/17/88      OILDALE, CA      A/C Reg. No. N772AX      Time (Lcl) - 1310 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

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

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

Make/Model      - DONIER DO-24  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 4080  
No. of Seats      - 6

Eng Make/Model      - LYCOMING IGSO-480-A1E6  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 340 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 220/007 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  
SAN ANDREAS, CA  
Destination  
BAKERSFIELD, CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

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

Age - 42  
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      - 1583  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE AIRPLANE SUSTAINED A TOTAL LOSS OF POWER. DURING THE ENSUING EMERGENCY LANDING INTO A SCHOOL YARD THE LEFT WING SEPARATED FROM THE FUSELAGE. THE AIRPLANE'S LEFT WING FUEL TANK CONTAINED LESS THAN A GALLON OF FUEL AND THE RIGHT WING FUEL TANK DID NOT CONTAIN ANY FUEL. THERE WAS NO EVIDENCE OF ANY FUEL SPILLAGE.

Brief of Accident (Continued)

File No. - 2317

3/17/88

OILDALE,CA

A/C Reg. No. N772AX

Time (Lcl) - 1310 PST

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

Finding(s)

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

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) 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. - 2359

3/26/88

SANTA MARIA,CA

A/C Reg. No. N8855M

Time (Lcl) - 1230 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

DESTROYED  
Fire  
ON GROUND

Crew  
Pass

Fatal  
1  
2

Serious  
0  
0

Minor  
0  
0

None  
0  
0

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

Make/Model - BEECH D95A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4200  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-B1B  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 300/007 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  
SANTA MARIA,CA  
Destination  
SANTA YNEZ,CA

Airport Proximity  
ON AIRPORT

Airport Data

Runway Ident - 30  
Runway Lth/Wid - 6300/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

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,ME LAND

Age - 70

Biennial Flight Review

Current - YES  
Months Since - 22  
Aircraft Type - BE-95A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2070  
Make/Model- 855  
Instrument- UNK/NR  
Multi-Eng - 855  
Last 24 Hrs - 1  
Last 30 Days- 3  
Last 90 Days- 5  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ATCT CONTROLLERS REPORTED THAT THE INITIAL GROUND ROLL, ROTATION AND LIFT OFF SEEMED NORMAL. AS THE AIRCRAFT PASSED THE TOWER CAB AT ABOUT 80 FT AGL, IT WAS SEEN TO "APPRECIABLY SLOW AND YAW TO THE LEFT JUST LIKE A PRACTICE ENGINE CUT" THE CONTROLLERS HAD SEEN ON PRIOR OCCASIONS. WITNESSES SAW THE AIRCRAFT LEVEL OFF MOMENTARILY THEN BEGIN A CLIMB. SHORTLY THEREAFTER, THE AIRCRAFT BEGAN A LEFT TURN, CONTINUED TO ROLL TO A NEAR INVERTED ATTITUDE AND DOVE INTO THE GROUND. INVESTIGATION REVEALED THAT THE LEFT PROP WAS AT THE LOW PITCH STOP AT IMPACT. THE AIRCRAFT WAS TOTALLY CONSUMED BY THE POST CRASH FIRE AND THE REASON FOR THE ENGINE FAILURE COULD NOT BE DETERMINED. RECORDS INDICATED THAT THE PILOT HAD FLOWN 32 HOURS IN THE PAST 15 MONTHS AND THAT THE LAST EMERGENCY TRAINING WAS TWO YEARS BEFORE.



Brief of Accident (Continued)

File No. - 2359

3/26/88

SANTA MARIA, CA

A/C Reg. No. N8855M

Time (Lc1) - 1230 PST

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

Finding(s)

1. 1 ENGINE - FAILURE, TOTAL
2. POWERPLANT - UNDETERMINED

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

Finding(s)

3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
4. LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
6. INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND
7. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - 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) 2,7,8

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. - 2313      3/27/88      TORRANCE, CA      A/C Reg. No. N26022      Time (Lcl) - 0555 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TORRANCE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TORRANCE MUNI.
Wind Dir/Speed- 110/004 KTS	ATC/Airspace	Runway Ident - 29L
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - 28000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 200
SE LAND	Months Since - 2	Make/Model- 200
	Aircraft Type - PA-28	Instrument- 48
		Last 24 Hrs - UNK/NR
		Last 30 Days- 14
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER COMPLETING THE PRE-TAKEOFF ENGINE CHECKS, WHICH INCLUDED AN OPERATIONAL CHECK OF THE CARBURETOR HEAT, THE PILOT TOOKOFF INTO WEATHER THAT WAS CONDUCIVE TO CARBURETOR ICING. AS THE AIRCRAFT CLIMBED THE ENGINE BEGAN RUNNING ROUGH. THE PILOT SAID HE FAILED TO APPLY CARBURETOR HEAT AND THE ENGINE FAILED. THE AIRCRAFT ENTERED INTO A FORCED LANDING AND COLLIDED WITH TREES BEFORE IMPACTING THE GROUND. THE TEMP WAS 60 DEGREES FAHRENHEIT AND THE DEW POINT WAS 54 DEGREES FAHRENHEIT.

Brief of Accident (Continued)

File No. - 2313

3/27/88

TORRANCE, CA

A/C Reg. No. N26022

Time (Lcl) - 0555 PST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. CARBURETOR HEAT - NOT SELECTED - 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)
- 

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

Finding(s)

5. TERRAIN CONDITION - GROUND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2367      3/27/88      FREMONT, CA      A/C Reg. No. N5692P      Time (Lcl) - 1545 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

2

0

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

Make/Model      - ENSTROM 280C  
Landing Gear      - SKID  
Max Gross Wt      - 2350  
No. of Seats      - 2

Eng Make/Model      - LYCOMING HIO-360-E1BD  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 205 HP

ELT Installed/Activated - YES/YES

Stall Warning System - UNK/NR

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

Weather Data

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

Basic Weather      - VMC

Wind Dir/Speed- 330/015 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  
PALO ALTO, CA  
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

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 - 31

Biennial Flight Review

Current      - YES  
Months Since      - 2  
Aircraft Type      - E-280C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1701	Last 24 Hrs	-	3
Make/Model	-	18	Last 30 Days	-	99
Instrument	-	207	Last 90 Days	-	273
Multi-Eng	-	30	Rotorcraft	-	498

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE WORKING IN THE TRAFFIC PATTERN ON A LOCAL INSTRUCTIONAL FLIGHT, THE CFI NOTICED THE MAIN ROTOR RPM WAS BELOW THE GREEN ARC. HE ENTERED AN AUTOROTATION AND TRIED UNSUCCESSFULLY TO GET THE ROTOR RPM BACK INTO THE GREEN ARC. THE HELICOPTER COLLIDED WITH THE GROUND DURING THE ATTEMPTED AUTOROTATION WITH A LOW MAIN ROTOR SPEED. INVESTIGATION REVEALED THAT THE ENGINE DRIVE PULLEY WAS WORN BEYOND THE FACTORY ESTABLISHED LIMIT, WHICH ALLOWED THE DRIVE BELT TO SLIP. THE MINIMUM SERVICEABLE WEAR LIMIT FOR THE DRIVE PULLEY WAS NOT PUBLISHED IN THE FACTORY MAINTENANCE PROCEDURES.

Brief of Accident (Continued)

File No. - 2367

3/27/88

FREMONT, CA

A/C Reg. No. N5692P

Time (Lcl) - 1545 PST

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

Finding(s)

1. ROTOR DRIVE SYSTEM, MAIN ROTOR DRIVING PULLEY - WORN
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INFORMATION INSUFFICIENT - MANUFACTURER
3. ROTOR SYSTEM - UNDERSPEED

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - DELAYED - PILOT IN COMMAND

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

Finding(s)

5. ROTOR SYSTEM - UNDERSPEED
6. PROPER DESCENT RATE - NOT POSSIBLE -

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2259      4/04/88      PINE VALLEY, CA      A/C Reg. No. N18136      Time (Lcl) - 1720 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During -LANDING			0	1	0	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 - 1650	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	SAN DIEGO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 220/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 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 - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 127
	Months Since - N/A	Make/Model- 8
	Aircraft Type - N/A	Instrument- 1
		Multi-Eng - 11
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FLYING ABOUT 2000 FEET ABOVE GROUND LEVEL WHEN THE ENGINE LOST POWER. THE STUDENT PLT TURNED TOWARD AN AIRPORT, THEN TRIED TO LAND IN A MEADOW, BUT WAS UNABLE TO REACH IT. SUBSEQUENTLY, THE AIRPLANE LANDED IN TREES SHORT OF THE MEADOW. AN ENGINE TEARDOWN REVEALED THE NUMBER ONE CONNECTING ROD BEARING HAD SPUN IN ITS SEAT WHICH THEN RESULTED IN OVERHEATING & SUBSEQUENT LOSS OF POWER.

Brief of Accident (Continued)

File No. - 2259

4/04/88

PINE VALLEY,CA

A/C Reg. No. N18136

Time (Lc1) - 1720 PDT

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

Finding(s)

1. ENGINE ASSEMBLY,BEARING - FAILURE,TOTAL
  2. ENGINE ASSEMBLY,CONNECTING ROD - OVERTEMPERATURE
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

3. OBJECT - TREE(S)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2377      4/15/88      LOS BANOS, CA      A/C Reg. No. N4493L      Time (Lcl) - 2052 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire      NONE  
Crew      Pass

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

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

Eng Make/Model      - CONTINENTAL O-300D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 145 HP

ELT Installed/Activated - YES/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      - 3.000 SM  
Lowest Sky/Clouds      - PART OBS  
Lowest Ceiling      - 8000 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
COALINGA, CA  
Destination  
TURLOCK, CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

LOS BANOS MUNICIPAL  
Runway Ident      - 32  
Runway Lth/Wid      - 3000/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 46  
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      - 950  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng      - UNK/NR  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft      - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES, THE PILOT ENCOUNTERED MARGINAL VFR WX WHILE EN ROUTE TO DESTINATION WHILE ON A NIGHT VFR PLEASURE FLT. HE DECIDED TO DIVERT TO ANOTHER AIRPORT WHICH ALSO HAD MARGINAL CONDITIONS. WX OBSERVATION STATIONS CLOSE TO ACCIDENT SITE WERE REPORTING TEMP/DEW POINT SPREAD OF 3 DEGREES WITH A FORECAST OF FOG AND HAZE LATER. THE ACCIDENT SITE WAS FLAT WITH LAKES NEARBY. THE CONDITIONS WERE CONDUCIVE FOR SPATIAL DISORIENTATION WITH DARK FEATURELESS TERRAIN, LOW AMBIENT LIGHT, POOR VISIBILITY, AND NO HORIZON. WITNESSES REPORTED SEEING THE ACFT OVERTHROU THE RUNWAY AND GO AROUND. THE ACFT CRASHED ON A HEADING THAT WOULD HAVE RETURNED IT TO THE AIRPORT. THE ACFT STRUCK THE GROUND IN A NOSE LOW, RIGHT BANK ATTITUDE. NO EVIDENCE WAS FOUND TO INDICATE THAT THE PILOT HAD ANY RECENT INSTRUMENT TRAINING.



Brief of Accident (Continued)

File No. - 2377

4/15/88

LOS BANOS, CA

A/C Reg. No. N4493L

Time (Lc1) - 2052 PDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - FOG
  2. LIGHT CONDITION - DARK NIGHT
  3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
- 

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

Finding(s)

4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  5.        SPATIAL DISORIENTATION - PILOT IN COMMAND
  6.        INADEQUATE RECURRENT TRAINING - 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

-----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. - 2319      4/16/88      MARICOPA, CA      A/C Reg. No. N29111      Time (Lcl) - 0152 PDT

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

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

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

Make/Model      - CESSNA 210L	Eng Make/Model - CONTINENTAL IO-520-L	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      - 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	LOMPOC, CA	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	BAKERSFIELD, CA	Runway Ident      - N/A
Wind Dir/Speed-	ATC/Airspace	Runway Lth/Wid      - N/A
Visibility      - 20.0      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      - 6000 FT BROKEN	Type Apch/Lndg      - NONE	
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - NIGHT(DARK)		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current      - UNK/NR	Total      - 290	Last 24 Hrs - 2
SE LAND	Months Since      - 16	Make/Model- 101	Last 30 Days- 24
	Aircraft Type - C-210L	Instrument- 19	Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT'S DESTINATION WAS LOCATED AT AN ELEVATION OF 378 FEET ABOVE SEA LEVEL AND ABOUT 77 NAUTICAL MILES EAST OF THE ACCIDENT LOCATION. THE CEILING AT HIS DESTINATION WAS REPORTED AT 5,500 FEET ABOVE GROUND LEVEL. HE DID NOT OBTAIN A PREFLIGHT WEATHER BRIEFING PRIOR TO TAKEOFF FOR THE NIGHT CROSS COUNTRY FLIGHT, OVER MOUNTAINOUS TERRAIN, TO HIS DESTINATION. ENROUTE THE AIRCRAFT IMPACTED TREES WHILE IN A LEVEL FLIGHT ATTITUDE, ON A FOG SHROUDED MOUNTAIN RIDGE, AT AN ELEVATION OF 5,500 FEET MSL.

Brief of Accident (Continued)

File No. - 2319

4/16/88

MARICOPA, CA

A/C Reg. No. N29111

Time (Lc1) - 0152 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
7. WEATHER CONDITION - OBSCURATION
8. 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) 3,6,8

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. - 2376

4/17/88

ESSEX, CA

A/C Reg. No. N1681J

Time (Lcl) - 1045 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

DESTROYED

Fatal

Serious

Minor

None

Fire

Crew

1

0

0

0

ON GROUND

Pass

1

0

0

0

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

Make/Model - PIPER PA-28-140  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2050  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

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

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

Weather Data

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

Basic Weather - UNK/NR

Wind Dir/Speed- 260/023 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 8000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BULLHEAD CITY, AZ

Destination

PACOIMA, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 48

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 260

Last 24 Hrs - 1

Make/Model- 240

Last 30 Days- 15

Instrument- 5

Last 90 Days- 48

Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED ON A RETURN LEG CROSS COUNTRY FLIGHT. THE FLIGHT PATH WAS INTO STEEPLY RISING TERRAIN IN A BOX CANYON. THE WEATHER CONDITIONS WERE CONDUCIVE FOR MOUNTAIN WAVES WITH HEAVY DOWNDRAFTS ON THE LEE SIDE OF MOUNTAINS. THE AIRCRAFT WRECAKGE WAS FOUND ON THE LEE SIDE OF A 7,000 FT RIDGE. NO MECHANICAL MALFUNCTIONS WERE FOUND.

Brief of Accident (Continued)

File No. - 2376

4/17/88

ESSEX, CA

A/C Reg. No. N1681J

Time (Lc1) - 1045 PDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - MOUNTAIN WAVE

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. TERRAIN CONDITION - BOX CANYON
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
7. ALTITUDE - NOT OBTAINED - PILOT IN COMMAND
8. WEATHER CONDITION - DOWNDRAFT

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2361      4/17/88      CAJON, CA      A/C Reg. No. N5777P      Time (Lcl) - 1309 PDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ORCO AVIATION, INC.	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 135	ON GROUND	Crew	2	0	0	0
Accident Occurred During	-DESCENT		Pass	0	1	0	0

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

Make/Model	- AEROSPATIALE AS355F	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 5070	Engine Type	- TURBOSHAFT		
No. of Seats	- 3	Rated Power	- 840 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	VICTORVILLE, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOMA LINDA, CA	
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 8100
SE LAND, ME LAND	Months Since - 1	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - 355F	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 2000

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

DURING INCLEMENT WX ON AN EMS FLIGHT WITH A NURSE AND PATIENT ONBOARD, THE HELICOPTER COLLIDED WITH POWER LINES WHICH WERE SUSPENDED 36 FEET ABOVE A ROAD. CONTROL WAS LOST AND THE HELICOPTER COLLIDED WITH A RETAINING WALL, CLIPPED THE TOPS OFF SEVERAL TREES AND PLUNGED INTO A 70-FOOT DEEP RAVINE. THE MAIN WRECKAGE CAME TO REST ABOUT 220 FEET FROM THE INITIAL POINT OF IMPACT. THE SOLE SURVIVOR WAS THE PATIENT; HE HAD BEEN STRAPPED ONTO A FULL BODY BOARD. DESPITE THE PILOT'S EXTENSIVE MILITARY & CIVILIAN FLIGHT EXPERIENCE & CONCERN FOR FLIGHT SAFETY, THE OVERRIDING LIFE-SAVING MISSION COUPLED WITH JOB PRESSURES CONTRIBUTED TO HIM DELAYING HIS DECISION TO TURN AROUND. ALSO CONTRIBUTING WAS THE DISPATCHER'S/MANAGEMENT'S FAILURE TO READILY PROVIDE THE PILOT WITH ALTERNATE DESTINATION INSTRUCTIONS UPON THE CLOSURE OF THE PRIMARY DESTINATION'S TRAUMA CENTER.

Brief of Accident (Continued)

File No. - 2361

4/17/88

CAJON,CA

A/C Reg. No. N5777P

Time (Lc1) - 1309 PDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER OBSERVATION - NOT POSSIBLE - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND
4. INSTRUCTIONS, WRITTEN/VERBAL - INADEQUATE - PILOT IN COMMAND
5. COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MANAGEMENT
6. SELF-INDUCED PRESSURE - PILOT IN COMMAND
7. CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - COMPANY/OPERATOR MANAGEMENT

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

Finding(s)

8. OBJECT - WIRE, TRANSMISSION
9. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

Finding(s)

10. TERRAIN CONDITION - ROADWAY/HIGHWAY

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2362

4/27/88

HAYWARD, CA

A/C Reg. No. N3588Y

Time (Lcl) - 0014 PDT

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

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

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

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING TSIO-540-J2BD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 350 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	UPLAND, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	HAYWARD, CA	HAYWARD AIR TERM.
Wind Dir/Speed - 260/006 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5024/ 150
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - VOR/TVOR	Runway Status - DRY
Obstructions to Vision - NONE	STRAIGHT-IN	
Precipitation - NONE	FORCED LANDING	
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)
COMMERCIAL, ATP	Current - YES	Total - 5557
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - PA-31	Make/Model - 30
		Instrument - 248
		Multi-Eng - 1900
		Last 30 Days - UNK/NR
		Last 90 Days - 25
		Rotorcraft - 2922

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON ARRIVING AT HIS DESTINATION THE PILOT BEGAN A VISUAL, NIGHT DESCENT TO HIS DESTINATION AIRPORT. AS THE AIRCRAFT DESCENDED THE PILOT REDUCED THE AIRSPEED AND DEPLOYED FLAPS. AS THE AIRCRAFT NEARED THE AIRPORT THE PILOT INCREASED THE FLAP ANGLE AND ADJUSTED THE PROPELLERS TO THE LANDING RPM AND THE AIRSPEED DECREASED. THE PILOT STATED THAT AT THIS TIME HE HEARD A NOISE THAT SOUNDED LIKE A FLUTTER WHICH HE THOUGHT WAS EMANATING FROM THE RIGHT ENGINE. FULL THROTTLE WAS APPLIED, BUT THE AIRSPEED CONTINUED TO DECREASE AND THE PILOT ELECTED TO LAND ON A FREEWAY. THE AIRCRAFT COLLIDED WITH A MOTOR VEHICLE ON TOUCHDOWN AND SLID TO A STOP. POST CRASH EXAM REVEALED THE RPM CONTROL LEVERS AND BELLRANKS TO BE IN THE HIGH RPM SETTINGS. THE LEFT PROP WAS FOUND IN THE FEATHERED POSITION.



Brief of Accident (Continued)

File No. - 2362

4/27/88

HAYWARD,CA

A/C Reg. No. N3588Y

Time (Lc1) - 0014 PDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES,FEATHERING SYSTEM - FAILURE,PARTIAL
2. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

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

Finding(s)

4. OBJECT - VEHICLE
5. LIGHT CONDITION - DARK NIGHT
6. TERRAIN CONDITION - ROADWAY/HIGHWAY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2382      5/07/88      GUATAY, CA      A/C Reg. No. N4367J      Time (Lcl) - 0745 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model      - PIPER PA-28-140  
Landing Gear      - TAILWHEEL-ALL RETRACTABLE  
Max Gross Wt      - 2150  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E20  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - IMC

Wind Dir/Speed- CALM

Visibility      - 15.0      SM

Lowest Sky/Clouds      - 3000 FT SCATTERED

Lowest Ceiling      - 5000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

EL CAJON, CA

Destination

AVRA VALLEY, AZ

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 64

Biennial Flight Review

Current      - YES

Months Since      - 6

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	299	Last 24 Hrs	-	1
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Make/Model-	299	Last 30 Days-	2
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Instrument-	2	Last 90 Days-	8
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RECEIVED A WEATHER BRIEFING THE NIGHT PRIOR TO PLANNED FLIGHT FROM LOCAL FSS. THE FSS SPECIALIST INFORMED THE PILOT OF MARGINAL VFR CONDITIONS AND FORECAST MODERATE TURBULENCE. THE PLT STATED HE WOULD CHECK THE WEATHER IN THE MORNING. THE NEXT DAY THE PILOT CHECKED WX AGAIN WITH THE FSS. THE SPECIALIST INFORMED THE PILOT HE DID NOT HAVE CURRENT LOCAL WX AND PRECEDED TO GIVE PILOT 24 HR OUTLOOK. TURBULENCE WAS STILL FORECAST. THE PILOT DID NOT ATTEMPT TO CHECK LOCAL WX CONDITIONS PRIOR TO FLIGHT THREE HRS LATER. WITNESSES OBSERVED ACFT AT 200 FEET AGL IN AND OUT OF RAGGED BOTTOM OF OVERCAST IN MOUNTAINOUS TERRAIN. ACFT CRASHED IN LEVEL ATTITUDE NORTH OF COURSE HEADING ABOUT 90 DEG AWAY FROM COURSE AT 4,700 FOOT LEVEL OF A 5,054 FOOT MSL MOUNTAIN PEAK.

Brief of Accident (Continued)

File No. - 2382

5/07/88

GUATAY,CA

A/C Reg. No. N4367J

Time (Lcl) - 0745 PDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  2. WEATHER CONDITION - LOW CEILING
  3. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
  4. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
  5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2355      5/07/88      SANTA PAULA,CA      A/C Reg. No. N3322V      Time (Lcl) - 1214 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire ON GROUND

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

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

Make/Model - BEECH 35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 185 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

Itinerary

Last Departure Point  
OXNARD,CA  
Destination  
PORTERVILLE,CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 260/012 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 2500 FT SCATTERED  
Lowest Ceiling - 10000 FT BROKEN  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - VFR  
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

Age - 61

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1647	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 NON-INSTRUMENT RATED PILOT AND HIS PASSENGER TOOK OFF ON A CROSS COUNTRY FLIGHT OVER MOUNTAINOUS TERRAIN WITHOUT OBTAINING A WEATHER BRIEFING OR FILING A FLIGHT PLAN. THE CLOUD LEVELS AT THE AIRPORT OF DEPARTURE WERE REPORTED AS SCATTERED CLOUDS AT 2,500 FEET AND BROKEN CLOUDS AT 10,000 FEET. A RADAR PLOT OF THE AIRCRAFT'S TRACK AFTER TAKEOFF SHOWS THAT IT TURNED ONTO COURSE WHILE CLIMBING. IT MADE A 360 DEGREE CLIMBING TURN THROUGH 4,500-5,000 FEET AND CONTINUED CLIMBING TOWARDS ITS DESTINATION. AS THE AIRCRAFT REACHED 9,500 FEET IT ENTERED A SPIRALING DESCENT. THE AIRCRAFT'S WRECKAGE WAS FOUND ON A MOUNTAIN TWO WEEKS AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2355

5/07/88

SANTA PAULA, CA

A/C Reg. No. N3322V

Time (Lc1) - 1214 PDT

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

Finding(s)

1. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
  2. WEATHER EVALUATION - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation   CLIMB - TO CRUISE  
3. 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) 3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2368      5/11/88      OCOTILLO, CA      A/C Reg. No. N8875A      Time (Lcl) - UNK/NR

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

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

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

Make/Model	- BEECH B-35	Eng Make/Model	- CONTINENTAL E-185-11	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 185 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/006 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>AGUA CALIENTE, CA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - B-35</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 3000</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 150</td> <td>Last 30 Days- 10</td> </tr> <tr> <td>Instrument- 20</td> <td>Last 90 Days- 30</td> </tr> <tr> <td>Multi-Eng - 20</td> <td></td> </tr> </table>	Total - 3000	Last 24 Hrs - 1	Make/Model- 150	Last 30 Days- 10	Instrument- 20	Last 90 Days- 30	Multi-Eng - 20	
Total - 3000	Last 24 Hrs - 1									
Make/Model- 150	Last 30 Days- 10									
Instrument- 20	Last 90 Days- 30									
Multi-Eng - 20										

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT DISAPPEARED ON MAY 11, 1988, WHILE ON A PRESUMED LOCAL PERSONAL FLIGHT. FOUR INDIVIDUALS WERE SEEN TO BOARD THE AIRCRAFT, INCLUDING THE OWNER. ONLY TWO PERSONS COULD BE IDENTIFIED ON THE BASIS OF FRAGMENTARY REMAINS AT THE SITE, NEITHER OF WHICH WAS THE AIRCRAFT OWNER. THE PARTIALLY BURIED AIRCRAFT WAS FOUND IN A DESERT DRY WASH ON OCT 16, 1988, NO GROUND SCARS WERE FOUND IN THE WASH WHERE HEAVY WATER ACTIVITY WAS PRESENT. THE AIRCRAFT WAS ALMOST TOTALLY CONSUMED BY FIRE. NO PREIMACT MALFUNCTIONS OR FAILURES WERE IDENTIFIED.

Brief of Accident (Continued)

File No. - 2368

5/11/88

OCOTILLO,CA

A/C Reg. No. N8875A

Time (Lcl) - UNK/NR

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

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2356      5/14/88      FAIRFIELD, CA      A/C Reg. No. N6130      Time (Lcl) - 1645 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model	- CURTISS-WRIGHT TRAVEL AIR 2000	Eng Make/Model	- LYCOMING R-680-13	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2180	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 300 HP		

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 230/009 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  
VACAVILLE, CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 51  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1357      Last 24 Hrs - UNK/NR  
Make/Model- 131      Last 30 Days- UNK/NR  
Instrument- 107      Last 90 Days- UNK/NR  
Multi-Eng - 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT AND HIS TWO PASSENGERS ENTERED LOW LEVEL FLIGHT DOWN A VALLEY TOWARDS A HILL. AS THE AIRCRAFT NEARED THE HILL IT BEGAN TO CLIMB THEN STALLED AND ENTERED A SPIN. THE AIRCRAFT CONTINUED THE SPIN UNTIL IT COLLIDED WITH THE GROUND.



Brief of Accident (Continued)

File No. - 2356

5/14/88

FAIRFIELD, CA

A/C Reg. No. N6130

Time (Lcl) - 1645 PDT

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

Finding(s)

1. MANEUVER - IMPROPER - PILOT IN COMMAND
  2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
  3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  4. 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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2378      5/28/88      SHAVER LAKE, CA      A/C Reg. No. N98683      Time (Lcl) - 1910 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model - CESSNA 421C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 7450  
No. of Seats - 7

Eng Make/Model - CONTINENTAL GTSIO-520L  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 375 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - PARTIAL, LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed- 200/035 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - 1500 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
RIALTO, CA  
Destination  
TRUCKEE, CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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, ME LAND

Age - 47

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - C-421C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3060	Last 24 Hrs	- 1
Make/Model	- 15	Last 30 Days	- 15
Instrument	- UNK/NR	Last 90 Days	- 25
Multi-Eng	- 2110	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT BOUGHT THE ACFT ABOUT 1 MONTH PRIOR TO THE ACCIDENT. HE HAD LIMITED EXP IN THE ACFT, AND LIMITED EXP WITH HIGH ALT FLT AND ITS WX PHENOMONA. THE PLT OBTAINED TWO WX BRIEFINGS FOR THE FLT. DURING BOTH, HE WAS ADVISED OF THE FORECAST AND PLT REPORTED CONDITIONS OF MODERATE TO SEVERE MIXED ICING AND TURBULENCE ASSOCIATED WITH A MTN WAVE ON THE EASTERN SIDE OF THE SIERRA NEVADA MTNS. INSTEAD OF FLYING ALONG HIS INTENDED ROUTE ON THE WESTERN SIDE OF THE MTNS, HE CHOSE A DIRECT ROUTE, WHICH PLACED THE ACFT ON THE EASTERN SIDE OF THE MTNS. THE TRACK OF THE ACFT WAS ESTABLISHED BY RECORDED RADAR DATA. THE DATA SHOWED THE ACFT IN CRUISE AT 16,500 FT UNTIL ABOUT 1 MIN PRIOR TO THE ACCIDENT. THE ACFT WAS SHOWN TO CLIMB TO 17,200 FEET BEFORE IT DISAPPEARED. THE LAST RADAR TARGET WAS OBSERVED ABOUT 2 MILES FROM THE IMPACT LOCATION. THE ACFT IMPACTED IN A STEEP NOSE DOWN DESCENT.

Brief of Accident (Continued)

File No. - 2378

5/28/88

SHAYER LAKE, CA

A/C Reg. No. N98683

Time (Lc1) - 1910 PDT

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
  2. WEATHER CONDITION - MOUNTAIN WAVE
  3. WEATHER CONDITION - TURBULENCE
  4. PREFLIGHT BRIEFING SERVICE - ISSUED - NWS PERSONNEL
  5. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  6. WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND
  7. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
  8. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
- 

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

Finding(s)

9. AIRCRAFT PERFORMANCE - EXCEEDED
  10. AIRCRAFT CONTROL - INADEQUATE - PILOT IN COMMAND
  11. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,9,10,11

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2240      5/28/88      SONOMA, CA      A/C Reg. No. N4139Y      Time (Lcl) - 0810 PDT

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

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

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

Make/Model	- BELLANCA 7ECA	Eng Make/Model	- LYCOMING O-235-C2	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 115 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	SONOMA VALLEY
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	- 16
Lowest Sky/Clouds	Type of Flight Plan	- 2200/ 65
Lowest Ceiling	Type of Clearance	Runway Surface
Obstructions to Vision	Type Apch/Lndg	- GRASS/TURF
Precipitation		Runway Status
Condition of Light		- DRY

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

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 818	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 17	Make/Model - 35	Last 30 Days - 26
	Aircraft Type - C-152	Instrument - 52	Last 90 Days - 60
		Multi-Eng - 14	Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT & INSTRUCTOR (CFI) RETURNED TO THE ARPT FOR A FULL STOP LANDING. WHILE LANDING, THE STUDENT BOUNCED THE ACFT & IT BEGAN TO EXIT THE LEFT SIDE OF THE RWY. THE STUDENT APPLIED THE NECESSARY CONTROLS TO ARREST THE TURN, BUT THE ACFT THEN TURNED SHARPLY TO THE RIGHT. SUBSEQUENTLY, IT HIT A DITCH THAT PARALLELED THE RIGHT SIDE OF THE RWY & NOSED OVER.

Brief of Accident (Continued)

File No. - 2240

5/28/88

SONOMA, CA

A/C Reg. No. N4139Y

Time (Lc1) - 0810 PDT

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
  3. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
  4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
- 

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

Finding(s)

5. TERRAIN CONDITION - DITCH
- 

Occurrence #3            NOSE OVER  
Phase of Operation       LANDING

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2379

5/29/88

PINECREST, CA

A/C Reg. No. N1259T

Time (Lcl) - 0700 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

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

Eng Make/Model - LYCOMING O-320-E2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 300/005 KTS  
Visibility - 1.000 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling - OBSCURED  
Obstructions to Vision- BLOWING SNOW  
Precipitation - SNOW SHOWER  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TRACY, CA  
Destination  
YERINGTON, NV

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 - 72  
Biennial Flight Review  
Current - YES  
Months Since - 15  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	4150
Make/Model-	300
Instrument-	UNK/NR
Multi-Eng -	UNK/NR
Last 24 Hrs -	1
Last 30 Days-	10
Last 90 Days-	30
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT SITE WAS LOCATED AT THE NORTH EAST END OF A LARGE VALLEY IN THE SIERRA NEVADA MOUNTAINS WHERE THE VALLEY BRANCHES INTO TWO SMALLER VALLEYS. THE NORTHERN BRANCH LEADS TO A PASS AND THE SOUTHERN ONE INTO A BOX CANYON AREA. THE SITE IS ON A PLATEAU AT THE 7,300 FT MSL LEVEL. WITNESSES REPORTED THAT HEAVY SNOW SHOWERS WITH "NEAR BLIZZARD LIKE CONDIITONS" EXISTED AT THE TIME OF THE CRASH. A HELICOPTER CREW SAID THE BASES OF THE OVERCAST CLOUDS WERE 6,300 FT MSL. THE NON-INSTRUMENT RATED PILOT DID NOT OBTAIN A WEATHER BRIEFING PRIOR TO DEPARTURE FOR THE CROSS COUNTRY FLIGHT TO ATTEND A FAMILY EVENT IN NEVADA. THE WITNESSES HEARD THE AIRCRAFT CIRCLING IN THE SNOW SHOWERS PRIOR TO THE SOUND OF IMPACT. THE AIRCRAFT COLLIDED WITH TWO LARGE PINE TREES NEAR THE EDGE OF THE PLATEAU.

Brief of Accident (Continued)

File No. - 2379

5/29/88

PINECREST,CA

A/C Reg. No. N1259T

Time (Lcl) - 0700 PDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - OBSCURATION
5. WEATHER CONDITION - SNOW
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
8. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND

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

Finding(s)

9. OBJECT - TREE(S)

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2343      6/12/88      PALM SPRINGS, CA      A/C Reg. No. N43310      Time (Lcl) - 0115 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE		0	2	0	0
Accident Occurred During	-CLIMB						

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

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-360-A4M	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2558	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	GOLETA, CA	PALM SPRINGS
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- 30
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 8500/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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	- 118
SE LAND	Months Since - 6	Make/Model	- 20
	Aircraft Type - PA-28	Instrument	- 3
		Multi-Eng	- 0
		Last 24 Hrs	- 2
		Last 30 Days	- 7
		Last 90 Days	- 7
		Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT DEPT ON A DARK NIGHT, BUT THE PILOT REPORTED THE PREVAILING VISIBILITY WAS GREATER THAN 25 MILES. AFTER DEPARTING THE PILOT TURNED LEFT AND BEGAN AN ON-COURSE CLIMB TOWARD A MOUNTAINOUS AREA. WHEN THE AIRPLANE NEARED THE MOUNTAIN PEAK THE PILOT IMMEDIATELY PULLED UP, BUT THE AIRPLANE COLLIDED WITH THE MOUNTAIN PEAK. THE PILOT AND PAX REPORTED THAT THE AIRPLANE DID NOT EXPERIENCE ANY PREIMPACT MALFUNCTIONS OR FAILURES.



Brief of Accident (Continued)

File No. - 2343

6/12/88

PALM SPRINGS, CA

A/C Reg. No. N43310

Time (Lc1) - 0115 PDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation   CLIMB - TO CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2344      6/29/88      DESCANSO, CA      A/C Reg. No. N51234      Time (Lcl) - 1942 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAN DIEGO, CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 23  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type - C-152

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

Total	- 164	Last 24 Hrs	- UNK/NR
Make/Model-	28	Last 30 Days-	14
Instrument-	11	Last 90 Days-	54
Multi-Eng -	0		

Instrument Rating(s) - NONE

-----Narrative-----

NUMEROUS WITNESSES OBSERVED THE LOW FLYING ACFT AT ALTITUDES FROM 50 TO 300 FT AGL. THE ACFT WAS DESCRIBED BY SOME WITNESSES AS "TERRAIN FLYING" AS IT PROCEEDED AT LOW ALTITUDES OVER THE ROLLING HILLS & ROADWAYS. THE JOY RIDING FLIGHT ENDED WHEN, AT 100 FT AGL, THE ACFT COLLIDED WITH ELECTRICAL TRANSMISSION LINES. THE ACFT ENTERED AN UNCONTROLLED DESCENT, CRASHED & BURNED ON INTERSTATE FREEWAY 8.

Brief of Accident (Continued)

File No. - 2344

6/29/88

DESCANSO, CA

A/C Reg. No. N51234

Time (Lcl) - 1942 PDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND
3. LOW PASS - INTENTIONAL - PILOT IN COMMAND
4. VISUAL LOOKOUT - IMPROPER - PILOT IN COMMAND
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - ROADWAY/HIGHWAY

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2351

6/30/88

PERRIS,CA

A/C Reg. No. N9991F

Time (Lcl) - 1300 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

Type of Operation -SKYDIVING

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire  
NONE

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

Make/Model - HELIO HST-550A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 5800

No. of Seats - 10

Eng Make/Model - P&W PT-6A-27

Number Engines - 1

Engine Type - TURBOPROP

Rated Power - 680 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/008 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PERRIS,CA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP

SE LAND,ME LAND,SE SEA

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 - 4500

Make/Model- UNK/NR

Instrument- 800

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 DROPPING SKYDIVERS THE PILOT ENTERED A DESCENT TO RETURN TO THE AIRPORT FOR ANOTHER LOAD OF JUMPERS. HE WAS RECEIVING RADAR ADVISORIES DURING THE DROP FROM A TRACON CONTROLLER. AS THE AIRCRAFT DESCENDED BELOW 4,000 FEET MSL THE CONTROLLER TERMINATED THE RADAR ADVISORY SERVICE. IMMEDIATELY AFTER THE CONTROLLER DISCONTINUED THE SERVICE HE ASKED THE PILOT TO CHECK FOR A STUCK MICROPHONE SWITCH. THE AIRCRAFT CONTINUED ITS DESCENT AND COLLIDED WITH A CAMPING TRAILER AND BUILDING UNDER CONSTRUCTION IN AN EXTREME NOSE LOW ATTITUDE. THE ELEVATOR TRIM WAS FOUND IN THE FULL NOSE DOWN POSITION. NO OTHER MALFUNCTIONS WERE FOUND.

Brief of Accident (Continued)

File No. - 2351

6/30/88

PERRIS,CA

A/C Reg. No. N9991F

Time (Lcl) - 1300 PDT

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

Finding(s)

1. FLT CONTROL SYST,STABILATOR TRIM - FAILURE,TOTAL
  2. ELEVATOR TRIM - UNCONTROLLED -
- 

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

Finding(s)

3. OBJECT - VEHICLE
  4. OBJECT - BUILDING(NONRESIDENTIAL)
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2342      7/08/88      VAN NUYS, CA      A/C Reg. No. N750AM      Time (Lcl) - 2045 PDT

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

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

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

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING HIO-360	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 - 3	Rated Power - 225 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 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 - NIGHT(BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">VAN NUYS</p> <p>Destination</p> <p style="padding-left: 20px;">VAN NUYS, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - PRECAUTIONARY LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">VAN NUYS</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p> <p style="padding-left: 20px;">HELICOPTER</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 - 5</p> <p style="padding-left: 20px;">Aircraft Type - H-269C</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 800</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 400</td> <td>Last 30 Days- 58</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 158</td> </tr> <tr> <td></td> <td>Rotorcraft - 500</td> </tr> </table>	Total - 800	Last 24 Hrs - 3	Make/Model- 400	Last 30 Days- 58	Instrument- 0	Last 90 Days- 158		Rotorcraft - 500
Total - 800	Last 24 Hrs - 3									
Make/Model- 400	Last 30 Days- 58									
Instrument- 0	Last 90 Days- 158									
	Rotorcraft - 500									

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LIFTED OFF TO A HOVER DURING A PASSENGER CARRYING SIGHT-SEEING FLIGHT. UPON FEELING A VIBRATION THE PLT LANDED AND TOUCHED DOWN SOFTLY. AS THE MAIN ROTOR BLADES SLOWED THE VIBRATION INTENSIFIED, AND AIRFRAME DESTRUCTION BY GROUND RESONANCE RESULTED. THE PREVIOUS DAY THE COMPANY'S CONTRACT MECHANIC COMPLETED A 100-HR INSPECTION. THE MECHANIC WAS RESPONSIBLE FOR ENSURING THE BLADE DAMPER'S TORQUE WAS SET IN COMPLIANCE WITH MANUFACTURER'S SPECIFICATIONS. THE POST-CRASH EXAM REVEALED THAT THE DAMPERS' TORQUE WAS SIGNIFICANTLY BELOW STANDARDS.

Brief of Accident (Continued)

File No. - 2342

7/08/88

VAN NUYS, CA

A/C Reg. No. N750AM

Time (Lcl) - 2045 PDT

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

Finding(s)

1. ROTOR SYSTEM, MAIN ROTOR HUB DAMPER - UNDERTORQUED
2. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. FUSELAGE - VIBRATION
4. MAINTENANCE, 100 HOUR INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      LANDING

Finding(s)

5. FUSELAGE - FRACTURED
6. MISC ROTORCRAFT, TAIL BOOM - FRACTURED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2375      7/12/88      COMPTON, CA      A/C Reg. No. N6926B      Time (Lcl) - 1855 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model - PIPER PA-22-150  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1840  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 240/011 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling - 1300 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
COMPTON, 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

COMPTON  
Runway Ident - 25L  
Runway Lth/Wid - 3670/ 60  
Runway Surface - CONCRETE  
Runway Status - DRY

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

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

Age - 48  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 250  
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-----

AFTER THE STUDENT PILOT DRAINED A SMALL AMOUNT OF FUEL FROM THE AIRCRAFT'S FUEL SUMP HE AND HIS TWO PASSENGERS ENPLANED FOR A LOCAL FLIGHT. AFTER THE ENGINE WAS STARTED FOR THE FLIGHT IT STOPPED FOUR TIMES WHILE TAXIING FOR TAKEOFF. A PASSENGER STATED THAT THE STUDENT PILOT USED THE FUEL PRIMER IN AN ATTEMPT TO KEEP THE ENGINE RUNNING. AFTER AN ENGINE RUN-UP THE PILOT TOOKOFF. THE ENGINE BEGAN SPUTTERING JUST AFTER TAKEOFF. THE AIRCRAFT COLLIDED WITH ELECTRICAL TRANSMISSION LINES AND IMPACTED THE GROUND. A POST CRASH FIRE ERUPTED AND DESTROYED THE AIRCRAFT.



Brief of Accident (Continued)

File No. - 2375

7/12/88

COMPTON,CA

A/C Reg. No. N6926B

Time (Lcl) - 1855 PDT

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR - WATER
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - WIRE,TRANSMISSION
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2353      7/12/88      LOMPOC, CA      A/C Reg. No. N27EB      Time (Lcl) - 1412 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew      1  
Pass      0

Fatal      1  
            0

Injuries

Serious      0      Minor      0  
                0                  0

None      0  
            0

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

Make/Model      - BEECH A35  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2650  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL E-185-8  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 185 HP

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

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

Weather Data

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

Wind Dir/Speed- 250/015 KTS  
Visibility      - 20.0      SM  
Lowest Sky/Clouds      - 800 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LOMPOC, CA  
Destination  
HEMIT, CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

LOMPOC  
Runway Ident      - 25  
Runway Lth/Wid      - 3600/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 67

Biennial Flight Review

Current      - YES  
Months Since      - 11  
Aircraft Type      - C-177RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 391      Last 24 Hrs - 0  
Make/Model- 88      Last 30 Days- 1  
Instrument- 22      Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT PLANNED A SHORT X-C FLIGHT. AT ABOUT 400 FT AGL DURING INITIAL CLIMB, HE EXPERIENCED A TOTAL LOSS OF ENGINE POWER. THE PLT TRANSMITTED A DISTRESS MESSAGE OVER UNICOM, STALLED, ENTERED AN UNCONTROLLED DESCENT & CRASHED 1/2 MILE FROM THE ARPT. THE PILOT HAD 88 HRS OF FLT EXPERIENCE IN THIS ACFT. EXAM OF THE WRECKAGE REVEALED HE HAD BEEN USING AUTO FUEL IN AT LEAST ONE TANK & AVIATION FUEL IN ANOTHER TANK. FUEL WAS WAS FOUND THROUGHOUT THE ENGINE WITH THE EXCEPTION OF IN THE FUEL LINE BETWEEN THE FIREWALL AND THE CARBURETOR. ON 6-29-88, A MECHANIC WHO HAD INSPECTED THE ACFT, WROTE IT UP AS "DISAPPROVED FOR RETURN TO SERVICE". HE HAD FOUND OIL LEAKS AND CYLINDER HEADS THAT APPEARED CRACKED. NO EVIDENCE OF MAINTENANCE WAS FOUND IN THE ACFT LOGS BETWEEN 6/29 & 7/12.

Brief of Accident (Continued)

File No. - 2353

7/12/88

LOMPOC,CA

A/C Reg. No. N27EB

Time (Lcl) - 1412 PDT

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

Finding(s)

1. FLUID,FUEL GRADE - IMPROPER
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
3. MAINTENANCE - NOT PERFORMED - PILOT IN COMMAND
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2373      7/13/88      MARINA DEL REY, CA      A/C Reg. No. N94AH      Time (Lcl) - 1635 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - SIKORSKY S-58BT  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 12700  
No. of Seats      - 2

Eng Make/Model      - P & W PT6-3  
Number Engines      - 2  
Engine Type      - TURBOSHAFT  
Rated Power      - 900 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-      260/010 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 30000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LOS ANGELES, 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      - WATER  
Runway Status      - WATER-CALM

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

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE, COMMERCIAL  
SE LAND  
HELICOPTER

Age - 37  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - S-58

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

Total	- 11258	Last 24 Hrs	- 1
Make/Model-	36	Last 30 Days-	24
Instrument-	0	Last 90 Days-	60
Multi-Eng -	0	Rotorcraft -	11000

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS PERFORMING EXTERNAL LOAD WORK TO AND FROM THE ROOF OF A 15 STORY CONDOMINIUM COMPLEX IN A HEAVILY BUILT-UP AREA. THE PILOT SAID THAT JUST AFTER LIFTING A LOAD FROM THE ROOF HE EXPERIENCED A DUAL ENGINE FLAME OUT AND HE EXECUTED AN AUTOROTATION TO THE ONLY AVAILABLE AREA. A MARINA HARBOR CHANNEL. WITNESSES HEARD A DEFINITE SOUND CHANGE INVOLVING BOTH THE ROTOR AND THE ENGINE NOISE. INVESTIGATION REVEALED THAT THE FUEL SYSTEM WAS SET UP TO FEED BOTH ENGINES FROM THE AFT TANK. THE CAPACITANCE TYPE FUEL SYSTEM GAGES SHOWED ZERO IN THE AFT TANK AND 690 POUNDS IN THE FOWARD TANK. EXAMINATION OF THE HELICOPTER SHOWED NO PREIMPACT MECHANICAL MALFUNCTIONS OR FAILURES. THE PILOT HAD LIMITED EXPERIENCE IN THE SIKORSKY S58T.

Brief of Accident (Continued)

File No. - 2373

7/13/88

MARINA DEL REY, CA

A/C Reg. No. N94AH

Time (Lcl) - 1635 PDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
  2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
  3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
- 

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

-----

-----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. - 2257

7/29/88

HEALDSBURG, CA

A/C Reg. No. N91352

Time (Lcl) - 0955 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - APPROACH

Fire  
NONE

Crew  
Pass

-----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

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 112 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 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

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HEALDSBURG MUNI

Runway Ident - 13

Runway Lth/Wid - 2707/ 45

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 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
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Make/Model	-	25	Last 30 Days	-	UNK/NR
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Instrument	-	UNK/NR	Last 90 Days	-	25
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Multi-Eng	-	0	Rotorcraft	-	0
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT WAS ON HER THIRD SUPERVISED SOLO AND HAD COMPLETED TWO TOUCH AND GO LANDINGS. SHE STATED THAT ON HER LAST APPROACH, WHICH WAS TO BE A FULL STOP, THE ACFT WAS LOW AND SLOW, SO SHE DECIDED TO MAKE A GO-AROUND. SHE APPLIED FULL POWER AND RAISED THE NOSE OF THE AIRPLANE. HOWEVER, THE LEFT WING DROPPED AND THE AIRCRAFT MUSHED INTO A TREE & CRASHED IN A VINEYARD.

Brief of Accident (Continued)

File No. - 2257

7/29/88

HEALDSBURG, CA

A/C Reg. No. N91352

Time (Lcl) - 0955 PDT

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

Finding(s)

1. GO-AROUND - ATTEMPTED -
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      GO-AROUND (VFR)

Finding(s)

5. OBJECT - TREE(S)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2350

7/29/88

GLENDAL, CA

A/C Reg. No. N15855

Time (Lcl) - 1401 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	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 - REARWIND 8500

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1460

No. of Seats - 2

Eng Make/Model - REARWIND LEBOND 85

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- 230/007 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 2200 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

POCOIMA, CA

Destination

LONG BEECH, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN  
FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 76

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 10000

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 PILOT HAD PENETRATED A TCA WITHOUT CLEARANCE WHEN, AT THE INSTRUCTIONS FROM AN AIR TRAFFIC CONTROLLER, A POLICE HELICOPTER GAVE CHASE. AS THE HELICOPTER NEARED THE AIRPLANE THE HELICOPTER CREW REPORTED THAT PARTS WERE FALLING FROM THE AIRPLANE. THE HELICOPTER FOLLOWED THE AIRPLANE AS IT DESCENDED AND TOUCHED DOWN IN A ROUGH DRY RIVER BED. THE AIRPLANES LANDING GEAR SHEARED ON TOUCHDOWN AND THE AIRCRAFT NOSED OVER ON ITS BACK. AN ENGINE EXAM REVEALED A CYLINDER HAD SEPARATED AND SHEARED THE PROPELLER.



Brief of Accident (Continued)

File No. - 2350

7/29/88

GLENDAL,CA

A/C Reg. No. N15855

Time (Lcl) - 1401 PDT

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - SEPARATION
2. PROPELLER SYSTEM/ACCESSORIES,BLADE - SHEARED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

3. LANDING GEAR - OVERLOAD
4. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2321

7/30/88

CEDAR GROVE, CA

A/C Reg. No. N52504

Time (Lcl) - 1140 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

-----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 - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - VMC

Itinerary

Last Departure Point  
OAKLAND, CA  
Destination  
LAS VEGAS, NV

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 340/005 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling - 2000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Pilot-In-Command

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

Age - 25

Biennial Flight Review

Current - YES  
Months Since - 22  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	207	Last 24 Hrs -	1
Make/Model-	3		Last 30 Days-	3
Instrument-	19		Last 90 Days-	6
Multi-Eng -	0			

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT SITE WAS IN KINGS CANYON, A LARGE RUGGED CANYON WHICH RIVALS THE GRAND CANYON IN SIZE AND DEPTH. THE EASTERN END OF THE CANYON NARROWS AND TERMINATES AT A 'Y' JUNCTION OF TWO CANYON BRANCHES. THE NORTHERN ONE LEADS TO KEARSARGE PASS, A CROSSING POINT IN THE SIERRA NEVADA MTNS. THE SOUTHERN BRANCH IS CENTER BASIN, A BOX CANYON RINGED BY MTN PEAKS WHICH RISE IN EXCESS OF 14,000 FT MSL (4,000 FT AGL). WITNESSES SAW THE ACFT ENTER CENTER BASIN AT 500 FT ABOVE THE TOPS OF THE TREES IN LEVEL OR SLIGHTLY CLIMBING FLT. OTHER WITNESSES NEAR THE SITE SAID THE ACFT WAS ABOUT 100 FT ABOVE THE TREES. THE ACFT CONTACTED A PINE TREE NEAR THE TOP WITH THE LEFT WING. THE DENSITY ALT WAS 12,500 FT. THE ACFT WAS OVER GROSS WEIGHT AND HAD A CLIMB CAPABILITY OF 278 FT PER NM. THE TERRAIN RISES AT 490 FT PER NM. THE PLT HAD LIMITED EXPERIENCE AND NO RECENT MTN FLYING EXPERIENCE.

Brief of Accident (Continued)

File No. - 2321

7/30/88

CEDAR GROVE,CA

A/C Reg. No. N52504

Time (Lcl) - 1140 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. TERRAIN CONDITION - RISING
7. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
8. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
9. AIRCRAFT PERFORMANCE, TURN CAPABILITY - EXCEEDED
10. OBJECT - TREE(S)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,8,9

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2369

8/23/88

INYOKERN,CA

A/C Reg. No. N5769Y

Time (Lcl) - 2058 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

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

Make/Model - MOONEY M20J  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A3B6D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - ACFT RADIO  
Completeness - PARTIAL,LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed- 090/009 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 8000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - RAIN  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
VAN NUYS,CA  
Destination  
MAMMOTH,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 - N/A  
Runway Status - N/A

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - YES  
Months Since - 10  
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 488	Last 24 Hrs -	1
Make/Model-	297	Last 30 Days-	3
Instrument-	69	Last 90 Days-	13
Multi-Eng -	16		

Instrument Rating(s) - NONE

-----Narrative-----

WEATHER REPORTS FROM A NEARBY AIRPORT AND WITNESS OBSERVATIONS INDICATE THAT A LEVEL 4 THUNDERSTORMS WAS NEAR THE ACCIDENT SITE AS THE ACFT APPROACHED. THE PLT DID NOT OBTAIN A PREFLT WX BRIEFING FOR THIS NIGHT VFR CROSS COUNTRY. THE WX INFORMATION AVAILABLE AT THE TIME HE DEPARTED CLEARLY NOTED THE THUNDERSTORM WITH HEAVY RAIN AND LIGHTENING PRESENT ON HIS ROUTE. RADAR DATA SHOWED THE ACFT TRACKING ALONG A HIGHWAY WITH THE MODE C REPORTING ERRATIC ALTITUDE JUMPS. THE RADAR DATA SHOWED THE ACFT TURN RIGHT TIGHTLY AND DESCEND AT A RAPID RATE. EVIDENCE AT THE SITE SHOWED THE ACFT CONTACTED THE GROUND IN A 60 DEGREE RIGHT BANK TURN WITH THE NOSE DOWN AT ABOUT 40 DEGREES AND AT A HIGH RATE OF SPEED. THE PLT WAS NOT CURRENT FOR NIGHT FLT.

Brief of Accident (Continued)

File No. - 2369

8/23/88

INYOKERN,CA

A/C Reg. No. N5769Y

Time (Lcl) - 2058 PDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - THUNDERSTORM
  3. WEATHER CONDITION - RAIN
  4. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
  5. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  6. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
  7. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
  8. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
- 

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

Finding(s)

9. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2254      8/26/88      SACRAMENTO, CA      A/C Reg. No. N2683B      Time (Lc1) - 0806 PDT

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-WINGS WEST	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Accident Occurred During	-CRUISE					1	11

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

Make/Model	- FAIRCHILD SA-227-AC	Eng Make/Model	- AIRESEARCH TPE-331	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 14500	Engine Type	- TURBOPROP		
No. of Seats	- 21	Rated Power	- 1000 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAN FRANCISCO, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SACRAMENTO, CA	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE	PRECAUTIONARY LANDIN	
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)
ATP, CFI	Current - YES	Total - 2900
SE LAND, ME LAND	Months Since - 2	Make/Model- 1100
	Aircraft Type - SA-227	Instrument- 150
		Multi-Eng - 1500
		Last 24 Hrs - 3
		Last 30 Days- 70
		Last 90 Days- 160

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CREW STATED THAT WHILE ON THE GROUND AT SAN FRANCISCO, OIL WAS ADDED TO THE RIGHT ENGINE BY A MECHANIC. THE CAPTAIN STATED HE SAW THE SIX LATCHES DOWN AND THE COWLING HALVES WERE FLUSH. THE FIRST OFFICER DID NOT GET OUT OF THE AIRPLANE AND CHECK THE COWLING SINCE THE CAPTAIN HAD BEEN OUTSIDE WITH THE MECHANIC. DURING CRUISE FLIGHT, THE TOP HALF OF THE RIGHT ENGINE COWLING SEPARATED FROM THE AIRPLANE. DURING SEPARATION, IT HIT THE CABIN WINDOW AT ROW 4 CAUSING IT TO BREAK & DEPRESSURIZE THE CABIN. A LADY SEATED AT 4C RECEIVED A CUT ON HER RIGHT FOREARM & HER PURSE WAS "SUCKED OUT" THE OPENING. AN EXAM OF THE FAILED PARTS OF THE NACELLE REVEALED NO EVIDENCE OF PREEXISTING CRACKS.

Brief of Accident (Continued)

File No. - 2254

8/26/88

SACRAMENTO,CA

A/C Reg. No. N2683B

Time (Lcl) - 0806 PDT

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

Finding(s)

1. COOLING SYSTEM,COWLING - SEPARATION
  2. MAINTENANCE,SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
  3. AIRCRAFT PREFLIGHT - INADEQUATE - COPILOT/SECOND PILOT
  4. 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

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. - 2381      9/02/88      TEMECULA, CA      A/C Reg. No. N4328Y      Time (Lcl) - 1548 PDT

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

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D36	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 - 161 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/012 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds - PART OBS</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 LONG BEACH, CA</p> <p>Destination TEMECULA, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>RANCHO CALIFORNIA</p> <p>Runway Ident - 12</p> <p>Runway Lth/Wid - 3023/ 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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 46</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-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 97</p> <p>Make/Model- 13</p> <p>Instrument- 4</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 12</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING HIS AIRCRAFT ON THE 3023 FOOT ASPHALT RUNWAY, THE PILOT LOST DIRECTIONAL CONTROL AND THE AIRCRAFT RAN OFF THE LEFT SIDE OF THE RUNWAY APPROXIMATELY 635 FROM THE THRESHOLD. THE PILOT WAS ABLE TO REGAIN CONTROL OF THE AIRCRAFT AND INITIATED AN ABORTED LANDING FROM THE OFF RUNWAY LOCATION. THE AIRCRAFT OVERFLEW ANOTHER AIRCRAFT THAT WAS APPROXIMATELY 200 FEET AHEAD OF THE POINT WHERE THE ABORTED LANDING WAS INITIATED. THEN THE ACFT COLLIDED WITH A METAL LADDER ATTACHED TO 24 FOOT HIGH COMMERCIAL BUILDING IN HIS FLIGHT PATH.



Brief of Accident (Continued)

File No. - 2381

9/02/88

TEMECULA, CA

A/C Reg. No. N4328Y

Time (Lcl) - 1548 PDT

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Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - ABORTED

Finding(s)

1. OBJECT - BUILDING(NONRESIDENTIAL)
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. ABORTED LANDING - IMPROPER - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. WRONG RUNWAY - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2374

9/04/88

CHINO, CA

A/C Reg. No. N7093F

Time (Lcl) - 1106 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

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

Make/Model - CESSNA 150F  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1760  
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 090/010 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CHINO, CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

CHINO MUNI  
Runway Ident - 08  
Runway Lth/Wid - 3856/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 57  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

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

Total	- 4000	Last 24 Hrs	- 3
Make/Model-	2000	Last 30 Days-	12
Instrument-	UNK/NR	Last 90 Days-	15
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TOWER CONTROLLERS AND OTHER WITNESSES SAW THE AIRCRAFT PICK UP A BANNER AT THE END OF THE RUNWAY, THEN PITCH UP INTO A STEEPER THAN NORMAL CLIMB ATTITUDE. THE WITNESSES SAW THE AIRCRAFT WINGS ROCK FROM SIDE TO SIDE BEFORE IT "STALLED AND ENTERED A SPIN TO THE RIGHT." NO PREIMPACT FAILURES OR MALFUNCTIONS WERE IDENTIFIED WITH THE AIRCRAFT OR THE TOW APPARATUS. THE PILOT HAD ONLY LIMITED RECENT FLIGHT EXPERIENCE AND THIS WAS ONLY HIS FOURTH BANNER TOW FLIGHT OF THE SEASON.

Brief of Accident (Continued)

File No. - 2374

9/04/88

CHINO, CA

A/C Reg. No. N7093F

Time (Lcl) - 1106 PDT

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

Finding(s)

1. PULL-UP - EXCESSIVE - PILOT IN COMMAND
  2. LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  4. LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2370

9/04/88

HEMET, CA

A/C Reg. No. N60547

Time (Lc1) - 1200 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - DESCENT

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

Make/Model - CESSNA 150J

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 080/014 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HEMET, CA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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 - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 100

Make/Model- 60

Instrument- 0

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- 2

Last 90 Days- 10

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF IN GUSTY WIND CONDITIONS WITH A HIGH DENSITY ALTITUDE WITHOUT HAVING OBTAINED A WEATHER BRIEFING. WITNESSES STATED THAT AFTER TAKEOFF THE AIRCRAFT SLOWED AND ENTERED A SPIN. THE ACCIDENT INVESTIGATION DID NOT REVEAL ANY MECHANICAL FAILURES/MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2370

9/04/88

HEMET, CA

A/C Reg. No. N60547

Time (Lcl) - 1200 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - GUSTS
3. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2383      9/07/88      SAN LUIS OBISPO, CA      A/C Reg. No. N33283      Time (Lcl) - 2039 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

-----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      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - IMC  
Wind Dir/Speed-      300/004 KTS  
Visibility      - 5.0 SM  
Lowest Sky/Clouds      - N/A  
Lowest Ceiling      - 700 FT OVERCAST  
Obstructions to Vision-      FOG  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
MONTEREY, CA  
Destination  
SANTA BARBARA, CA

ATC/Airspace

Type of Flight Plan      - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - ILS-BACKCOURSE  
GO AROUND

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

SAN LUIS OBISPO  
Runway Ident      - 11  
Runway Lth/Wid      - 4799/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age      - 35  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - C-421

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 551      Last 24 Hrs      - 2  
Make/Model-      5      Last 30 Days-      5  
Instrument-      266      Last 90 Days-      36  
Multi-Eng      - 217

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

WHILE ENROUTE IFR TO SANTA BARBARA THE WX CONDITIONS WENT BELOW MINIMUMS. THE PLT FIRST ASKED ABOUT SANTA MARIA (SMX) AS AN ALTERNATE BUT THE WX WAS BELOW MINIMUMS AS WELL. THE PLT THEN SELECTED SAN LUIS OBISPO (SBP) FOR HIS ALTERNATE DEST. RADAR DATA SHOWED THE ACFT WAS HIGH DURING THE LOCALIZER APPROACH TO SBP AND PASSED OVER THE AIRPORT AT 2,600 FT MSL (2,300 AGL). THE CONTROLLER ISSUED A CLIMB TO 5,000 FT AND TOLD THE PLT TO EXECUTE THE MISSED APPROACH AS PUBLISHED. THERE WAS CONFUSION ABOUT THE INSTRUCTION. THE PLT STATED "MISSED APPROACH AS PUBLISHED," TO WHICH THE CONTROLLER RESPONDED "AFFIRMATIVE". RADAR DATA SHOWED THE ACFT DESCENDED TO 2,200 FT, WHERE RADAR CONTACT WAS LOST. ON SITE EXAM REVEALED THE ACFT HIT THE TOP OF A HILL IN A LEVEL STD RATE TURN TO THE LEFT. TWO APPROACH PLATES WERE ON THE PLTS CLIPBOARD, THE SMX ILS & THE SBP LOCALIZER. THE SMX MISSED APPROACH SPECIFIES A CLIMBING LEFT TURN TO 2,000 BACK TO THE VOR. BOTH APPROACH PLATES LOOK SIMILIAR.

Brief of Accident (Continued)

File No. - 2383

9/07/88

SAN LUIS OBISPO, CA

A/C Reg. No. N33283

Time (Lcl) - 2039 PDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. ATC CLEARANCE - NOT UNDERSTOOD - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. IFR PROCEDURE - MISREAD - PILOT IN COMMAND
5. MISSED APPROACH - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2242      9/09/88      CRESCENT CITY, CA      A/C Reg. No. N4834P      Time (Lcl) - 1929 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      Pass  
NONE      0      0

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

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

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

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

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

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 290/010 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 57  
Biennial Flight Review  
Current      - YES  
Months Since      - 23  
Aircraft Type      - C-182

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

Total	- 3400	Last 24 Hrs	- UNK/NR
Make/Model-	500	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING FLIGHT, THE ENGINE STARTED TO MISS AND THEN BEGAN BACKFIRING. HE "CUT" THE POWER BACK TO PREVENT THE AIRPLANE FROM "SHAKING APART" & TRIED TO GLIDED THE AIRPLANE TO AN AIRPORT, BUT WAS UNABLE. SUBSEQUENTLY, THE AIRPLANE WAS DAMAGED DURING AN EMERGENCY LANDING OF ROUGH TERRAIN. POST ACCIDENT INVESTIGATION & TEARDOWN OF THE ENGINE REVEALED THE #2 PISTON HAD FAILED. A METALLURGICAL EXAM OF THE PISTON REVEALED PREEXISTING FATIGUE CRACKS.



Brief of Accident (Continued)

File No. - 2242

9/09/88

CRESCENT CITY, CA

A/C Reg. No. N4834P

Time (Lc1) - 1929 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, PISTON - FATIGUE  
-----

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

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

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2296      9/16/88      SPRINGVILLE, CA      A/C Reg. No. N604MM      Time (Lcl) - 1832 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model      - PIPER PA-24-250  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2900  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-540-A1A5  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 250 HP

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

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

Weather Data

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

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

SEQUOIA  
Runway Ident      - 36  
Runway Lth/Wid      - 2800/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 49  
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      - 2150      Last 24 Hrs - UNK/NR  
Make/Model- 150      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 PRIVATE AIRPORT WAS LOCATED IN A VALLEY SURROUNDED BY MOUNTAINOUS TERRAIN; THE HIGHEST MTN PEAKS WERE LOCATED TO THE EAST & WEST OF THE NORTH/SOUTH (36/18) RUNWAY. THE AIRPLANE APPROACHED THE ARPT FROM THE SOUTH AND THE PILOT MADE A LOW PASS OVER RUNWAY 36 AS WAS CUSTOMARY TO INSURE THAT NO LIVESTOCK WERE ON THE RUNWAY. AFTER COMPLETING THE LOW PASS, THE PLT CLIMBED STRAIGHT AHEAD BEYOND THE RISING TERRAIN, THEN ENTERED LEFT TRAFFIC. GROUND WITNESSES REPORTED THAT THE AIRPLANE MADE ANOTHER LOW PASS OVER THE RUNWAY. AT THE NORTH END OF THE RUNWAY, THE AIRPLANE ENTERED A SHARP CLIMBING TURN, BUT AFTER ABOUT 90 DEG OF TURN, IT CRASHED ON RISING TERRAIN, ABOUT 1/4 MI NORTHWEST FROM THE CENTER OF THE AIRPORT. AN INVESTIGATION REVEALED THE ACFT IMPACTED THE GROUND IN A STEEP NOSEDOWN ATTITUDE. NO PREEXISTING MECHANICAL MALFUNCTION OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 2296

9/16/88

SPRINGVILLE, CA

A/C Reg. No. N604MM

Time (Lcl) - 1832 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LOW PASS - PERFORMED -
3. MANEUVER - IMPROPER - PILOT IN COMMAND
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2387      9/23/88      FULLERTON, CA      A/C Reg. No. N3451W      Time (Lcl) - 0636 PDT

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

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

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

Make/Model	- PIPER PA-32-260	Eng Make/Model	- LYCOMING IO-540-KIA5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	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- CALM</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point FULLERTON, CA</p> <p>Destination LONG BEACH, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data FULLERTON MUNI</p> <p>Runway Ident - 06</p> <p>Runway Lth/Wid - 3121/ 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</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - C-150</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>- 1375</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model-</td> <td>20</td> <td>Last 30 Days-</td> <td>60</td> </tr> <tr> <td>Instrument-</td> <td>153</td> <td>Last 90 Days-</td> <td>160</td> </tr> <tr> <td>Multi-Eng -</td> <td>115</td> <td></td> <td></td> </tr> </table>	Total	- 1375	Last 24 Hrs	- 1	Make/Model-	20	Last 30 Days-	60	Instrument-	153	Last 90 Days-	160	Multi-Eng -	115		
Total	- 1375	Last 24 Hrs	- 1															
Make/Model-	20	Last 30 Days-	60															
Instrument-	153	Last 90 Days-	160															
Multi-Eng -	115																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF THE PIPER PA-32-260, THAT HAD BEEN MODIFIED TO A MODEL PA-32-300 BY EXCHANGING THE ENGINE, TAXIED TO THE END OF A 3121 FOOT RUNWAY FOR TAKEOFF WITH CALM WIND CONDITIONS. THE AIRCRAFT LOAD CONSISTED OF FULL FUEL TANKS, PILOT AND PASSENGER, AND 30 POUNDS OF LUGGAGE. A GROUND WITNESS OBSERVED THE AIRCRAFT TO ROLL APPROXIMATELY 2850 FEET BEFORE BECOMING AIRBORNE. IMMEDIATELY AFTER TAKEOFF THE AIRCRAFT TOUCHED DOWN ON A FLAT ROOF OF A COMMERCIAL BUILDING, COLLIDED WITH THE PARAPET AND CRASHED INTO THE STREET BELOW. THE POST CRASH ENGINE EXAM REVEALED RUST PARTICLES AND WATER THROUGHOUT THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 2387

9/23/88

FULLERTON, CA

A/C Reg. No. N3451W

Time (Lc1) - 0636 PDT

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

Finding(s)

1. FUEL SYSTEM, STRAINER - CONTAMINATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - OTHER MAINTENANCE PSNL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - BUILDING(NONRESIDENTIAL)
6. OBJECT - TREE(S)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2349      10/02/88      MT. BALDY, CA      A/C Reg. No. N8065R      Time (Lcl) - 1715 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire - NONE

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

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

Make/Model - BEECH A24R  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2750  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 260/012 KTS  
Visibility - 3.000 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
UPLAND, CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 33

Biennial Flight Review

Current - YES  
Months Since - 9  
Aircraft Type - B-24R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 343	Last 24 Hrs	- 0
Make/Model	- 85	Last 30 Days	- 6
Instrument	- 3	Last 90 Days	- 13
Multi-Eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD PREVIOUSLY FLOWN IN THE AREA OF HILLS & VALLEYS WHICH RANGED IN ALTITUDE FROM 2200 TO OVER 8000 FEET MSL. SOME OF THE VALLEY FLOORS ROSE RAPIDLY, WERE SURROUNDED BY INCREASINGLY TALLER MOUNTAINS AND WERE SHAPED LIKE A BOX CANYON. DURING THE PLEASURE FLIGHT IN VFR CONDITIONS THE PLT & HIS PAX ENTERED A BOX-LIKE CANYON. THE ACFT COLLIDED WITH 43 DEGREE UPSLOPING TERRAIN OF THE 4,000-FT MSL CANYON WALL.

Brief of Accident (Continued)

File No. - 2349

10/02/88

MT. BALDY, CA

A/C Reg. No. N8065R

Time (Lcl) - 1715 PDT

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

Finding(s)

1. TERRAIN CONDITION - BOX CANYON
  2. ALTITUDE - IMPROPER - PILOT IN COMMAND
  3. MANEUVER - INTENTIONAL - PILOT IN COMMAND
  4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
  5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2276      10/12/88      SANTA MARIA,CA      A/C Reg. No. N6198H      Time (Lcl) - 1007 PDT

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

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

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

Make/Model - PIPER PA-32-300	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 - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 160/006 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 900 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>FALLBROOK,CA</p> <p>Destination</p> <p>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 - ILS-BACKCOURSE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>SANTA MARIA</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 6300/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1724
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 345
		Instrument- 131
		Last 30 Days- 9
		Last 90 Days- 13
		Multi-Eng - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARRIVAL; THE PLT WAS PROVIDED VECTORS FOR A LOCALIZER/DME BACKCOURSE-ALPHA APCH TO RWY 30. VECTORS WERE PROVIDED TO INTERCEPT THE LOCALIZER BEFORE REACHING THE FINAL APCH FIX (CAMCO), WHICH WAS 6 MI FROM THE RWY. ALSO, THE PLT WAS INSTRUCTED TO MAINTAIN 3500' UNTIL ESTABLISHED ON THE LOCALIZER. AT 1003:52, HE WAS ADZD THAT RADAR SVC WAS TERMINATED & TO CONTACT THE TOWER. AT 1006, HE CONTACTED THE TOWER & ACKNOWLEDGED INSTRUCTIONS TO RPRT AT CAMCO, THEN THERE WAS NO FURTHER COMMUNICATION WITH THE ACFT. SEARCH PROCEDURES WERE INITIATED & THE ACFT WAS SUBSEQUENTLY FOUND WHERE IT HAD CRASHED ABT 1/2 MI SW OF CAMCO AT AN ELEVATION OF APRX 1326'. MIN ALTITUDE FOR THE APCH WAS 3000' UNTIL PASSING CAMCO, THEN THE MIN ALTITUDE WAS 1680' UNTIL REACHING "PATER" WHICH WAS 2.2 MI FROM THE RWY. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS FOUND. THE PILOT HAD LOGGED 5.4 ACTUAL INSTRUMENT HOURS AND 6 INSTRUMENT APPROACHES IN THE PRECEDING 6 MOS. HIS LOG DID NOT RECORD ANY EXPERIENCE WITH BACKCOURSE APPROACHES.



Brief of Accident (Continued)

File No. - 2276

10/12/88

SANTA MARIA, CA

A/C Reg. No. N6198H

Time (Lc1) - 1007 PDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
6. LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
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) 3,4,5

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. - 2282      10/21/88      PETALUMA, CA      A/C Reg. No. N9372E      Time (Lcl) - 2011 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - CESSNA 172N	Eng Make/Model      - LYCOMING O-320-H2AD	ELT Installed/Activated      - YES/NO
Landing Gear      - TRICYCLE-FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 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      - IMC  
Wind Dir/Speed      - 280/007 KTS  
Visibility      - 1.000 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 300 FT OBSCURED  
Obstructions to Vision      - FOG  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PETALUMA MUNI  
Runway Ident      - 29  
Runway Lth/Wid      - 3600/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age      - 42

Biennial Flight Review

Current      - YES  
Months Since      - 8  
Aircraft Type      - C-150

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 147	Last 24 Hrs	- 0
Make/Model	- 8	Last 30 Days	- 3
Instrument	- 2	Last 90 Days	- 10
Multi-Eng	- 0	Rotorcraft	- 0

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT TOLD HIS BROTHER THAT HE WAS GOING TO PRACTICE NIGHT TAKEOFFS & LANDINGS. SHORTLY AFTER TAKEOFF, THE ACFT CRASHED IN A STEEP NOSE DOWN, RIGHT WING LOW ATTITUDE. IMPACT OCCURRED ABOUT 1/2 MI NORTHWEST OF THE ARPT. NO PRE-IMPACT PART FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND. WITNESSES RPRTD THE WX WAS FOGGY WITH A LOW CEILING. ONE WITNESS ESTIMATED A 200 TO 300 FT CEILING WITH 1/4 MI VISIBILITY. ANOTHER WITNESS RPRTD THE VISIBILITY WAS LESS THAN 1/2 MI. APRX 20 MI NORTHWEST AT SANTA ROSA, THE 1945 PDT WX WAS IN PART: 2500 FT SCATTERED, VISIBILITY 10 MI. THE THE NON-INSTRUMENT PLT HAD ONLY ABOUT 2 HRS OF SIMULATED INSTRUMENT FLT TIME.

Brief of Accident (Continued)

File No. - 2282

10/21/88

PETALUMA, CA

A/C Reg. No. N9372E

Time (Lcl) - 2011 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - LOW CEILING
4. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND

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

Finding(s)

5. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. SPATIAL DISORIENTATION - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2348      10/22/88      BIG PINE, CA      A/C Reg. No. N140RM      Time (Lcl) - 1200 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

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

Eng Make/Model - LYCOMING O-320-E2A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - UNK/NR  
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

BISHOP, CA

Destination

MESA, AZ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 49

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 - 900

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 PLANNED A X-C FLIGHT FM RED BLUFF, CA, TO MESA, AZ, WITH AN INTERMEDIATE REFUELING STOP AT BISHOP, CA. AT BISHOP THE PLT TOPPED OFF THE FUEL TANKS & DEPARTED SOUTH DOWN THE OWENS VALLEY. A CFI OBSERVED THE ACFT'S DOWNWIND DEPARTURE & NOTED THAT THE ACFT WAS CLIMBING AT 100 FT/MIN. AFTER FLYING FOR SEVERAL MILES, THE PLT TURNED TOWARD AN AREA OF DECEPTIVELY SLOW RISING TERRAIN OF A MOUNTAIN PASS. THE PLT ENTERED THE PASS AT A LOW ALTITUDE. THE ROAD'S ELEVATION INCREASED & ITS DIRECTION BEGAN SWITCHING BACK AND FORTH. THE ACFT CRASHED & BURNED UPON COLLIDING WITH THE ROCKY MOUNTAIN, 150 FEET ABOVE THE HIGHWAY. THE DENSITY ALTITUDE WAS OVER 9000 FT.

Brief of Accident (Continued)

File No. - 2348

10/22/88

BIG PINE, CA

A/C Reg. No. N140RM

Time (Lcl) - 1200 PDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
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) 5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2339      11/05/88      CAMARILLO, CA      A/C Reg. No. N777HS      Time (Lcl) - 0700 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

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

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

Make/Model      - CESSNA T210L  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3300  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-520  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - IMC  
Wind Dir/Speed      - 260/005 KTS  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - OBSCURED  
Obstructions to Vision      - FOG  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

CAMARILLO  
Runway Ident      - 26  
Runway Lth/Wid      - 6020/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age      - 35  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type      - T-210L

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1100  
Make/Model      - 500  
Instrument      - 115  
Multi-Eng      - 0  
Last 24 Hrs      - 0  
Last 30 Days      - 10  
Last 90 Days      - 10  
Rotorcraft      - 0

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS DEPARTING WHEN IT WAS STRUCK FROM BEHIND BY A PIPER AEROSTAR 600. THE CESSNA PILOT HAD JUST RECEIVED AN IFR CLEARANCE FROM PT. MAGU DEPARTURE CONTROL. THE AEROSTAR PLT REPT THAT SHE WAS EXECUTING A HIGH SPEED TAXI OPERATION ON THE RUNWAY TO CHECK THE ERRATIC FUEL GAUGES IN PREPARATION FOR HER PROPOSED FLIGHT TO KONA, HI. THE CESSNA PLT REPORTED THAT HE DID NOT ANNOUNCE ON THE CTAF HIS INTENTIONS TO TAXI TO RUNWAY 26. THE AEROSTAR PLT ALSO REPORTED THAT SHE DID NOT ANNOUNCE HER INTENTIONS FOR THE HIGH SPEED TAXI OPERATION ON CTAF.

Brief of Accident (Continued)

File No. - 2339

11/05/88

CAMARILLO, CA

A/C Reg. No. N777HS

Time (Lcl) - 0700 PST

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
  2. WEATHER CONDITION - FOG
  3.      VISUAL/AURAL PERCEPTION - PILOT OF OTHER AIRCRAFT
  4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
  5. RADIO COMMUNICATIONS - INADEQUATE - PILOT OF OTHER AIRCRAFT
  6. RADIO COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2339      11/05/88      CAMARILLO, CA      A/C Reg. No. N8219J      Time (Lcl) - 0700 PST

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

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

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

Make/Model - PIPER AEROSTAR 600	Eng Make/Model - LYCOMING IO-540-G1B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 290 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 - IMC	KONA, HI	CAMARILLO
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Ident - 26
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 6020/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - OBSCURED	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- FOG		
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)
COMMERCIAL, ATP, CFI	Current - YES	Total - 12600
SE LAND, ME LAND, SE SEA	Months Since - 21	Make/Model- 130
	Aircraft Type - DC-3	Instrument- 839
		Multi-Eng - 7700
		Last 24 Hrs - 5
		Last 30 Days- 41
		Last 90 Days- 230
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS DEPARTING WHEN IT WAS STRUCK FROM BEHIND BY A PIPER AEROSTAR 600. THE CESSNA PILOT HAD JUST RECEIVED AN IFR CLEARANCE FROM PT. MAGU DEPARTURE CONTROL. THE AEROSTAR PLT REPT THAT SHE WAS EXECUTING A HIGH SPEED TAXI OPERATION ON THE RUNWAY TO CHECK THE ERRATIC FUEL GAUGES IN PREPARATION FOR HER PROPOSED FLIGHT TO KONA, HI. THE CESSNA PLT REPORTED THAT HE DID NOT ANNOUNCE ON THE CTAF HIS INTENTIONS TO TAXI TO RUNWAY 26. THE AEROSTAR PLT ALSO REPORTED THAT SHE DID NOT ANNOUNCE HER INTENTIONS FOR THE HIGH SPEED TAXI OPERATION ON CTAF.



Brief of Accident (Continued)

File No. - 2339

11/05/88

CAMARILLO, CA

A/C Reg. No. N8219J

Time (Lcl) - 0700 PST

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. WEATHER CONDITION - FOG
3.      VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. RADIO COMMUNICATIONS - INADEQUATE - PILOT OF OTHER AIRCRAFT
6. RADIO COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2204      12/04/88      CARLSBAD, CA      A/C Reg. No. N706FL      Time (Lcl) - 1610 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - PIPER PA-28	Eng Make/Model      - LYCOMING O-320-E3D	ELT Installed/Activated      - YES/NO
Landing Gear      - TRICYCLE-FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 2050	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      - 25.0      SM  
Lowest Sky/Clouds      - 20000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MCCLELLAN-PALOMAR  
Runway Ident      - 24  
Runway Lth/Wid      - 4700/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age      - 24

Biennial Flight Review

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

Medical Certificate      - EXPIRED

Flight Time (Hours)

Total      - 170	Last 24 Hrs      - UNK/NR
Make/Model- 10	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

DURING THE INITIAL CLIMB AFTER TAKEOFF, THE ENGINE LOST POWER. SUBSEQUENTLY, THE AIRPLANE COLLIDED WITH TERRAIN AS THE PLT WAS COMPLETING AN EMERGENCY LANDING. AN EXAMINATION OF THE FUEL TANKS DISCLOSED NO EVIDENCE OF FUEL IN THE LEFT TANK. HOWEVER, APRX 9 GAL OF FUEL WAS REMAINING IN THE RIGHT TANK. THE PLT'S LAST FAA MED CERTIFICATE WAS DATED 10/22/86.

Brief of Accident (Continued)

File No. - 2204

12/04/88

CARLSBAD,CA

A/C Reg. No. N706FL

Time (Lcl) - 1610 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. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2265 12/17/88 BUENA PARK, CA

A/C Reg. No. N4675Q

Time (Lcl) - 1203 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -FERRY

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

NONE

Crew

1

0

0

0

Pass

1

0

0

0

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

Make/Model - CESSNA T210L

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3800

No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-H

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 285 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 250/005 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

RIVERSIDE, CA

Destination

FULLERTON, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FULLERTON MUNI

Runway Ident - 06

Runway Lth/Wid - 3121/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 44

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 315

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 PVT PLT WAS FERRYING THE ACFT FROM RIVERSIDE WHERE MAINTENANCE HAD BEEN PERFORMED. ABOUT 20 MIN AFTER TAKEOFF, THE FLT ENTERED THE NORTH DOWNWIND FOR RWY 6 AT FULLERTON MUNI ARPT. AT ABOUT THE TIME THE ACFT WAS TURNING ON A BASE LEG TO LAND, THE PLT RPTD A LOSS OF ENG POWER. WITNESSES RPTD THAT THE ACFT SEEMED TO BE IN A GLIDE FOR AN EMERGENCY LANDING. HOWEVER, WHEN IT WAS ABOUT 100' TO 150' ABOVE SOME WAREHOUSE BLDGS, IT ENTERED A STEEP DESCENT & CRASHED ON THE ROOF OF A WAREHOUSE. DURING AN INVESTIGATION, LESS THAN 3 GAL OF FUEL WAS FOUND IN THE FUEL TANKS & NO EVIDENCE OF FUEL SPILLAGE WAS NOTED. NO PREIMPACT PART FAILURE OF MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2265

12/17/88

BUENA PARK, CA

A/C Reg. No. N4675Q

Time (Lcl) - 1203 PST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  2. FLUID,FUEL - STARVATION
  3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

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

Occurrence #4      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - BUILDING(NONRESIDENTIAL)
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2365      12/20/88      OAKLAND, CA

A/C Reg. No. N1072S

Time (Lcl) - 1800 PST

-----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  
NONE

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

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

Make/Model    - BELL 206L-1  
Landing Gear   - SKID  
Max Gross Wt   - 4050  
No. of Seats   - 7

Eng Make/Model - ALLISON C28B  
Number Engines - 1  
Engine Type    - TURBO shaft  
Rated Power    - 500 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   - IMC

Wind Dir/Speed- 220/020 KTS

Visibility      - 1.000 SM

Lowest Sky/Clouds - 1000 FT SCATTERED

Lowest Ceiling   - 1600 FT OVERCAST

Obstructions to Vision- FOG

Precipitation    - RAIN

Condition of Light   - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

HUNTER'S POINT, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident    - N/A

Runway Lth/Wid - N/A

Runway Surface   - N/A

Runway Status   - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance   - VFR

Type Apch/Lndg    - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 42

Biennial Flight Review

Current        - YES

Months Since   - UNK/NR

Aircraft Type   - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total        - 2370

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) - HELICOPTER

-----Narrative-----

THE PILOT DESCENDED INTO THE SAN FRANCISCO BAY AREA WHILE ON A NIGHT VISUAL FLIGHT FROM OAKLAND TO SAN FRANCISCO. THE WEATHER WAS INSTRUMENT METEOROLOGICAL CONDITIONS WITH VISIBILITY BETWEEN ONE TO FOUR MILES WITH MODERATE RAIN SHOWERS AND FOG. PRIOR TO THE ACCIDENT THE PILOT ATTEMPTED TO RADIO SAN FRANCISCO TOWER BUT WAS ADVISED HE WAS STILL BROADCASTING ON THE OAKLAND TOWER FREQUENCY. THE PILOT ACKNOWLEDGED THE ADVICE AND WAS NOT HEARD FROM AGAIN. THE AIRCRAFT WAS RECOVERED FROM THE BAY AFTER EXPOSURE TO SALT WATER. EXAMINATION OF THE AIRCRAFT WRECKAGE REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION PRIOR TO THE ACCIDENT. THE PLT WAS NOT FOUND. THE INVESTIGATION REVEALED THAT THE PILOT HAD LITTLE RECENT INSTRUMENT EXPERIENCE.

Brief of Accident (Continued)

File No. - 2365

12/20/88

OAKLAND,CA

A/C Reg. No. N1072S

Time (Lcl) - 1800 PST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - RAIN
4. FSS SERVICE - NOT USED - PILOT IN COMMAND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
6. LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
7. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
8. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
9. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7,9

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. - 2302      12/24/88      NORCO,CA

A/C Reg. No. N94210

Time (Lcl) - 1313 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
Crew	1	0	0	0
Pass	1	0	0	0

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

Make/Model    - CESSNA T210L  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 3400  
No. of Seats   - 6

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

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

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

Weather Data  
Wx Briefing    - NO RECORD OF BRIEFING  
Method        - N/A  
Completeness   - N/A  
Basic Weather   - IMC  
Wind Dir/Speed- 250/005 KTS  
Visibility     - .500 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling   - 500 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation   - RAIN  
Condition of Light - DAYLIGHT

Itinerary  
Last Departure Point  
CORONA,CA  
Destination  
RIVERSIDE,CA  
ATC/Airspace  
Type of Flight Plan - IFR  
Type of Clearance   - IFR  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data  
CORONA  
Runway Ident    - 25  
Runway Lth/Wid - 3200/ 60  
Runway Surface   - ASPHALT  
Runway Status   - WET

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

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

Age - 51  
Biennial Flight Review  
Current        - YES  
Months Since   - 11  
Aircraft Type - C-T210L

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 1710  
Make/Model- 334  
Instrument- 183  
Multi-Eng - 12  
Last 24 Hrs - 1  
Last 30 Days- 12  
Last 90 Days- 29  
Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT RECEIVED A TELEPHONIC IFR CLEARANCE FROM CHINO TOWER. THE PILOT DEPARTED CORONA AND CONTACTED THE ONTARIO TRACON DEPARTURE CONTROLLER. THE CONTROLLER INSTRUCTED THE PILOT TO RESET HIS TRANSPONDER AND THE PILOT COMPLIED, BUT FAILED TO ACKNOWLEDGE ANY FURTHER TRANSMISSIONS. THE AIRPLANE CRASHED ABOUT ONE MINUTE LATER. THE RECORDED RADAR DATA REVEALED THE AIRPLANE WAS IN A CLIMBING RIGHT TURN, REACHING A MAXIMUM ALTITUDE OF 1,500 FT MSL (1,000 FT AGL) WHEN THE PLT INITIALLY CALLED ONTARIO TRACON. AFTER REACHING 1,500 FT THE AIRPLANE'S RATE OF TURN INCREASED AND IT BEGAN DESCENDING RAPIDLY. THE AIRCRAFT IMPACTED THE TERRAIN IN A 10 DEGREE NOSE LOW, 30 DEGREE RIGHT BANK ATTITUDE. THE INVESTIGATION DID NOT DISCLOSE ANY PREIMPACT MALFUNCTIONS OR FAILURES.



Brief of Accident (Continued)

File No. - 2302

12/24/88

NORCO, CA

A/C Reg. No. N94210

Time (Lc1) - 1313 PST

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

Finding(s)

1. WEATHER CONDITION - FOG
  2. WEATHER CONDITION - LOW CEILING
  3. WEATHER CONDITION - CLOUDS
  4. SPIRAL - INADVERTENT - PILOT IN COMMAND
  5.      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) 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. - 2320      12/27/88      CHINO, CA      A/C Reg. No. N3388K      Time (Lcl) - 1120 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  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
1  
0

Minor  
0  
0

None  
0  
0

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

Make/Model      - UNIVERSAL GLOBE GC-1B  
Landing Gear      - TAILWHEEL-RETRACTABLE MAINS  
Max Gross Wt      - 1710  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL IO-360-D  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 210 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      - 25.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CHINO, CA  
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

CHINO  
Runway Ident      - 21  
Runway Lth/Wid      - 6204/ 150  
Runway Surface      - N/A  
Runway Status      - DRY

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

Pilot-In-Command

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

Age      - 56  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type      - GC-1B

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

Total      - 3800      Last 24 Hrs      - 0  
Make/Model      - 1400      Last 30 Days      - 2  
Instrument      - 0      Last 90 Days      - 5

Instrument Rating(s)      - NONE

-----Narrative-----

DURING INITIAL CLIMB, AT ABOUT 300 FT AGL, THE PLT REPORTED, A TOTAL LOSS OF ENG POWER WAS EXPERIENCED. THE PLT MANEUVERED THE ACFT TOWARD A CLEARING, LOST CONTROL AND COLLIDED WITH LEVEL TERRAIN IN A NOSE LOW ATTITUDE ADJACENT TO A CITY STREET. EXAM OF THE AIRFRAME & ENGINE REVEALED ADEQUATE SOURCES OF WING TANK FUEL, INDUCTION AIR AND IGNITION. THE ENGINE WAS PARTIALLY DISASSEMBLED & NO MECHANICAL MALFUNCTIONS WERE NOTED. A CONTROLLER REPORTED THAT AFTER TAKEOFF THE ACFT CLIMBED TO BETWEEN 250 AND 300 FEET AGL AND HE OBSERVED THE ACFT IN A HIGH NOSE UP PITCH ATTITUDE BEFORE THE LEFT WING DROPPED AND THE ACFT DESCENDED OUT OF VIEW.

Brief of Accident (Continued)

File No. - 2320

12/27/88

CHINO, CA

A/C Reg. No. N3388K

Time (Lc1) - 1120 PST

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

Finding(s)

1. 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. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2283      10/29/88      ASPEN, CO      A/C Reg. No. N909MG      Time (Lcl) - 1355 MST

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

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

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

Make/Model	- CANADAIIR CL-600-1A11	Eng Make/Model	- LYCOMING ALF-502-L2	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 41250	Engine Type	- TURBOFAN		
No. of Seats	- 11	Rated Power	- 7500 LBS THRUST		

-----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	BURBANK, CA	ASPEN/PITKIN COUNTY
Wind Dir/Speed	- 010/006 KTS	ATC/Airspace	Runway Ident - 33
Visibility	- 30.0 SM	Type of Flight Plan	- IFR
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- IFR
Lowest Ceiling	- BROKEN	Type Apch/Lndg	- NONE
Obstructions to Vision	- NONE		Runway Lth/Wid - 7003/ 100
Precipitation	- NONE		Runway Surface - ASPHALT
Condition of Light	- DAYLIGHT		Runway Status - DRY

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 7500	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 0	Make/Model - 750	Last 30 Days - 40
	Aircraft Type - CL-600	Instrument - 1300	Last 90 Days - 120
		Multi-Eng - 6500	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT USED THE NOSEWHEEL STEERING SYSTEM (NWSS) WHILE TAXIING FM THE FBO TO THE RWY. HE BACK-TAXIED DOWN THE RWY & MADE A 180 DEG TURN, THEN WITHOUT STOPPING, HE BEGAN THE TAKEOFF ROLL. THERE WERE NO RPRTD MALFUNCTIONS OF THE NWSS BEFORE COMMENCING THE TAKEOFF. THE PLT STATED HE HAD DIFFICULTY IN STEERING THE ACFT ON THE TAKEOFF ROLL. AS THE ENGS SPOOLED UP, THE ACFT TRACKED TO THE RGT OF THE RWY CENTERLINE. SUBSEQUENTLY, AS HE CORRECTED WITH THE NWSS, THE ACFT VEERED LEFT, THEN RIGHT, AS IT WAS ACCELERATING. THE PLT INITIATED ABORT PROCEDURES BEFORE REACHING 80 KTS, BUT HE WAS UNABLE TO REGAIN DRCTNL CTL. HE STATED HE RETARDED THE THRUST LEVERS TO IDLE, APPLIED MAX BRAKING & SELECTED REVERSE THRUST, BUT THE ACFT ACCELERATED WHEN THE ENGS SPOOLED UP WITHOUT ACTIVATION OF THE THRUST REVERSERS. HE SHUT DOWN THE ENGS, BUT THE ACFT HIT 3 PARKED ACFT BEFORE STOPPING. THE ACFT WAS EQUIPPED WITH AN EARLY MODEL (DOWTY ROTOL) NWSS. POST-ACDNT EXAMS OF THE NWSS & THRUST REVERSERS REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 2283

10/29/88

ASPEN, CO

A/C Reg. No. N909MG

Time (Lc1) - 1355 MST

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

Finding(s)

1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
  4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
- 

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

Finding(s)

5. OBJECT - AIRCRAFT PARKED
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2291      11/20/88      OXFORD,CT

A/C Reg. No. N468CM

Time (Lcl) - 1820 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

DESTROYED  
Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Serious  
1  
1

Minor  
0  
3

None  
0  
0

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

Make/Model      - CESSNA 340  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6000  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL TS10-520  
Number Engines - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 310 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      - IMC  
Wind Dir/Speed- VARIABLE/015 KTS  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - RAIN SHOWERS  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
ANN ARBOR,MI  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

OXFORD WATERBURY  
Runway Ident      - 36  
Runway Lth/Wid      - 5000/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 47

Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - PA-28R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)  
Total      - 22092      Last 24 Hrs - 3  
Make/Model- 25      Last 30 Days- 89  
Instrument- 600      Last 90 Days- 312  
Multi-Eng - 1715

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO WITNESSES, THE WX WAS CHANGING FROM MINUTE TO MINUTE AS THE ACFT WAS ARRIVING. WITNESSES RPRTD THE WIND WAS BLOWING FROM EAST TO NORTHEAST AT 10 TO 15 KTS, RAIN FALL WAS VARYING FROM STRONG TO PERIODS OF LIGHT RAIN, AND THE CEILING (CLOUD LEVEL) WAS VARIABLE. THE PLT BEGAN AN ILS RWY 36 APCH; HOWEVER, BEFORE REACHING THE ARPT, THE ACFT COLLIDED WITH TREES & CRASHED ABOUT 2 MI SHORT OF THE RWY. THE PLT WAS SERIOUSLY INJURED & COULD NOT REMEMBER THE ACDNT, BUT DID RECALLED RECEIVING A WIND SHEAR ALERT. THE PLT RPRTD AN INTERMITTENT PROBLEM WITH THE AUTOPILOT HEADING MODE; HOWEVER, NO OTHER PREIMPACT MALFUNCTION OR FAILURE OF THE ACFT WAS EVIDENT.

Brief of Accident (Continued)

File No. - 2291

11/20/88

OXFORD, CT

A/C Reg. No. N468CM

Time (Lcl) - 1820 EST

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

Finding(s)

1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - UNFAVORABLE WIND
6. WEATHER CONDITION - WINDSHEAR
7. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
8. DECISION HEIGHT - NOT USED - 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) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2326      11/26/88      DANIELSON,CT      A/C Reg. No. N8172P      Time (Lcl) - 1015 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model      - PIPER PA-28-181  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2450  
No. of Seats      - 4

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

ELT Installed/Activated - YES-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      - 20.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
DANIELSON,CT  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

DANIELSON  
Runway Ident      - 31  
Runway Lth/Wid      - 2700/      75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 49  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type      - PA-28

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

Total	- 300	Last 24 Hrs	- 4
Make/Model-	100	Last 30 Days-	10
Instrument-	20	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE PIPER MADE A TAKEOFF AND WAS THEN OBSERVED TO DROP ITS RIGHT WING AND VEER TO THE RIGHT STRIKING THE GROUND AND CARTWHEELING ON TOP OF A PARKED UNOCCUPIED CESSNA 172. THE FOUR OCCUPANTS OF THE PIPER ESCAPED PRIOR TO A FIRE WHICH STARTED ABOUT ONE MINUTE AFTER THE COLLISION AND DESTROYED BOTH AIRCRAFT. AN ON BOARD WITNESS SAID HE HEARD A HORN PRIOR TO THE WING DROPPING. THE PILOT SAID HE DID NOT REMEMBER THE HORN.



Brief of Accident (Continued)

File No. - 2326

11/26/88

DANIELSON,CT

A/C Reg. No. N8172P

Time (Lc1) - 1015 EST

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

Finding(s)

1. DIRECTIONAL CONTROL - 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. TERRAIN CONDITION - GRASS

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      OTHER

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) 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. - 2334 12/12/88 GREENWICH,CT

A/C Reg. No. N6538G

Time (Lc1) - 1730 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 -LANDING

Fire  
NONE

Crew  
Pass

-----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-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-  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
STRATFORD,CT  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
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 - 21  
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 - 285  
Make/Model- 48  
Instrument- 39  
Last 24 Hrs - 7  
Last 30 Days- 19  
Last 90 Days- 29

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ON A TRAFFIC WATCH FLIGHT WHEN IT EXPERIENCED A POWER LOSS DUE TO FUEL EXHAUSTION. AN OFF AIRPORT LANDING WAS MADE ON A GOLF COURSE AND THE AIRCRAFT STRUCK TREES. POST-CRASH EXAMINATION FAILED TO FIND ANY EVIDENCE OF FUEL LEAKAGE. DOCUMENTS SUBMITTED SHOWED THE AIRCRAFT HAD BEEN REFUELED; HOWEVER, THERE WAS NO VERIFICATION THAT THE AIRCRAFT HAD BEEN TOPPED PRIOR TO DEPARTURE. THE FAA REPORTED THAT THE FUEL GAUGES INDICATED EMPTY AND THE PILOT HAD INDICATED THAT THE FUEL GAUGES STARTED TO DROP SOONER THAN EXPECTED.

Brief of Accident (Continued)

File No. - 2334

12/12/88

GREENWICH,CT

A/C Reg. No. N6538G

Time (Lcl) - 1730 EST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - POOR - 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. OBJECT - TREE(S)
  5. LIGHT CONDITION - BRIGHT NIGHT
- 

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

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

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. - 2333      12/16/88      LYME,CT

A/C Reg. No. N63136

Time (Lcl) - 1230 EST

-----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 - LANDING

Fire  
NONE

Crew  
Pass

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

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

Eng Make/Model - CONTINENTAL O-200-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 - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PLYMOUTH,MA  
Destination  
PITTSFIELD,MA

ATC/Airspace

Type of Flight Plan - 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)  
STUDENT

Age - 20  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 45  
Make/Model- 45  
Instrument- 0  
Last 24 Hrs - 0  
Last 30 Days- 24  
Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A SOLO CROSS COUNTRY. ACCORDING TO THE STUDENT, DUE TO IMPROPER IN-FLIGHT PLANNING AND DECISIONS, HE INADVERTENTLY BECAME LOST. HE FLEW OVER TWO CONTROLLED APRTS AND DID NOT LAND BECAUSE HE DID NOT KNOW THE PROPER RADIO FREQUENCIES. SHORTLY THEREAFTER, A LOSS OF POWER WAS EXPERIENCED DUE TO FUEL EXHAUSTION. DURING THE FORCED LANDING, THE AIRCRAFT LANDED LONG IN AN OPEN FIELD AND COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 2333

12/16/88

LYME,CT

A/C Reg. No. N63136

Time (Lc1) - 1230 EST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - INATTENTIVE - PILOT IN COMMAND
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. DISTANCE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2246      11/30/88      WASHINGTON, DC      A/C Reg. No. N263CM      Time (Lc1) - 1500 EST

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

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

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

Make/Model - SWEARINGEN SA-226T	Eng Make/Model - AIRESEARCH TPE-331	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - TURBOPROP	
No. of Seats - 8	Rated Power - 840 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	ASHLAND, VA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LEESBURG, VA	DULLES INTL
Wind Dir/Speed- 200/009 KTS	ATC/Airspace	Runway Ident - 19L
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 11500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4100
SE LAND, ME LAND	Months Since - 12	Make/Model- 155
	Aircraft Type - SA-226T	Instrument- 850
		Multi-Eng - 1200
		Last 24 Hrs - 4
		Last 30 Days- 20
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD HE WAS FLYING AN AUTOPILOT COUPLED ILS APCH WHEN THE YAW DAMPER & AUTOPILOT DISENGAGED. AFTER SOME DIFFICULTY, THE PLT WAS ABLE TO KEEP THE AUTOPILOT ENGAGED. HE SAID HE DISENGAGED THE AUTOPILOT ON FINAL APCH AT AN ALT OF APRX 250' AGL. HE LOWERED FULL FLAPS & SLOWED THE ACFT TO 107 KTS. THE PLT STATED THAT AFTER THE ACFT TOUCHED DOWN & TRAVELED APRX 1000', ITS NOSE BEGAN TO RISE & OSCILLATE. HE ABORTED THE LNDG, BUT HE WAS UNABLE TO GET AN UP & LOCKED INDICATION FOR THE NOSE GEAR, ALTHOUGH IT WOULD LOCK DOWN. AFTER MAKING A FLY-BY TO VERIFY THE GEAR POSITION, HE MADE A "SLOW" LNDG. THE PLT RPRTD THAT ALTHOUGH A SLIGHT OSCILLATION WAS NOTED DRG THE LNDG, HE FORCEFULLY HELD THE NOSE DOWN AS HE SLOWED THE ACFT. TESTING & EVALUATION OF THE AUTOPILOT SYSTEM FAILED TO DISCLOSE ANY DISCREPANCY WHICH WOULD HAVE RESULTED IN THE OSCILLATIONS.

Brief of Accident (Continued)

File No. - 2246

11/30/88

WASHINGTON, DC

A/C Reg. No. N263CM

Time (Lcl) - 1500 EST

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Occurrence #1      HARD LANDING  
Phase of Operation      LANDING

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2. PORPOISE - INADVERTENT - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2206      10/14/88      BROOKLET,GA      A/C Reg. No. N2834Y      Time (Lcl) - 1758 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	0	0	0	0

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

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

Eng Make/Model      - CONTINENTAL O-470  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 230 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- 060/005 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  
DUBLIN,GA  
Destination  
STATESBORO,GA

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

DAVIS AIR PARK  
Runway Ident      - 07  
Runway Lth/Wid      - 2700/ 100  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

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

Age - 57  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total      - 850	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 30
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED THE PLT BEGAN A LOW ALTITUDE, HIGH SPEED PASS OVER THE RWY AS HE HAD DONE ON SEVERAL PREVIOUS OCCASIONS. HOWEVER, AS HE INITIATED THE PASS, THE DESCENT TO THE RWY WAS NOT ARRESTED & THE AIRPLANE "PANCAKED" NEAR THE THRESHOLD. THE AIRPLANE BOUNCED BACK INTO THE AIR & CONTINUED TO FLY JUST ABOVE THE RWY IN A GRADUAL RIGHT TURN. AFTER TRAVELING ABOUT 1200 FT, IT CRASHED INTO A PLOWED FIELD ADJACENT TO THE RWY. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREEXISTING MECHANICAL MALFUNCTION OR FAILURE. A PATHOLOGICAL EXAM REVEALED NO MEDICAL CONDITION OF THE PLT THAT WOULD HAVE RESULTED IN THE ACDNT. THE AIRPLANE WAS NOT EQUIPPED WITH A SHOULDER HARNESS.



Brief of Accident (Continued)

File No. - 2206

10/14/88

BROOKLET,GA

A/C Reg. No. N2834Y

Time (Lcl) - 1758 EDT

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

Finding(s)

1. LOW PASS - INITIATED - PILOT IN COMMAND
2. TERRAIN CONDITION - RUNWAY
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. LEVEL OFF - IMPROPER - PILOT IN COMMAND
5. MISC EQPT/FURNISHINGS, SHOULDER HARNESS - NOT INSTALLED

-----  
---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) 1,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2266      11/14/88      LAWRENCEVILLE,GA      A/C Reg. No. N96164      Time (Lcl) - 2045 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire  
NONE

Fatal

Crew 0  
Pass 0

Injuries

Serious

Minor

None

0  
0

1  
0

1  
0

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

Make/Model - CESSNA R172E  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2500  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

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

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

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 - NIGHT(BRIGHT)

Itinerary

Last Departure Point

ATLANTA,GA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WINNETT COUNTY

Runway Ident - 25

Runway Lth/Wid - 4000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE,COMMERCIAL,CFI

SE LAND,ME LAND

GLIDER

Age - 42

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2160

Make/Model- 38

Instrument- 199

Multi-Eng - 871

Last 24 Hrs - 1

Last 30 Days- 6

Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI & STUDENT WERE PRACTICING TOUCH-&-GO LNDGS AT NIGHT WHEN THE ENG LOST PWR SHORTLY AFTER THE 5TH TOUCH-&-GO. SUBSEQUENTLY, THE ACFT WAS DMGD WHEN IT WAS LNDD IN TREES. DRG AN EXAM OF THE ENG, DARK, SOOTY DEPOSITS WERE FOUND ON ALL SPARK PLUGS. THE PLUGS WERE REINSTALLED & AN OPNL CHECK OF THE ENG WAS MADE. THE ENG STARTED ALMOST IMMEDIATELY & DEVELOPED PWR WHEN THE THROTTLE WAS OPENED. A FURTHER EXAM REVEALED THAT THE CARB HEAT DOOR ON THE CARB AIRBOX WOULD NOT MOVE TO THE FULL ON POSITION WHEN THE CARB HEAT CONTROL WAS ACTIVATED. THE AIRBOX HAD BEEN IMPROPERLY MODIFIED AND/OR REPAIRED. NO ENTRIES WERE FOUND IN THE ACFT LOGS CONCERNING THE AIRBOX. THE ACFT HAD FLOWN APRX 97 HRS SINCE THE PREVIOUS ANNUAL INSPN APRX 5 MOS BEFORE THE ACDNT. THE TEMP & DEW POINT WERE 61 & 45 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, CONDS WERE CONDUCIVE TO CARB ICE. THE CFI RPRTD THE CARB HEAT WAS USED PRIOR TO EACH LNDG.

Brief of Accident (Continued)

File No. - 2266

11/14/88

LAWRENCEVILLE,GA

A/C Reg. No. N96164

Time (Lc1) - 2045 EST

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

Finding(s)

1. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
  2. CARBURETOR HEAT CONTROL - BINDING(MECHANICAL)
  3. CARBURETOR HEAT CONTROL - MOVEMENT RESTRICTED
  4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  5. FUEL SYSTEM,CARBURETOR - ICE
- 

Occurrence #2            FORCED LANDING  
Phase of Operation       DESCENT - EMERGENCY

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

Finding(s)

6. LIGHT CONDITION - NIGHT
  7. OBJECT - TREE(S)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2269      12/05/88      SOUTH MARSH 113,GM      A/C Reg. No. N2785B      Time (Lcl) - 1406 CST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-AIR LOGISTICS	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-CLIMB			0	0	1	2

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

Make/Model	- MBB BO-105	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/NO
Landing Gear	- EMERGENCY FLOAT	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 5291	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 420 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SOUTH MARSH 7,GM			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	PATTERSON,LA			
Wind Dir/Speed	- 020/007 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 180 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 - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total	- 8826
SE LAND	Months Since - 4	Make/Model	- 406
HELICOPTER	Aircraft Type - BO-105	Instrument	- 68
		Multi-Eng	- 0
		Last 24 Hrs	- 2
		Last 30 Days	- 27
		Last 90 Days	- 62
		Rotorcraft	- 8429

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

AS THE HELICOPTER WAS CLIMBING THRU ABOUT 500 FT, THE PLT HEARD A LOUD NOISE, FELT A SEVERE VIBRATION & SAW DEBRIS FALLING IN FRONT OF THE ACFT. HE BEGAN AN AUTOROTATION & DEPLOYED THE EMERGENCY FLOATS BEFORE LANDING ON WATER IN THE GULF OF MEXICO. THE HELICOPTER REMAINED AFLOAT & THE OCCUPANTS DEPLOYED & ENTERED A RAFT FROM WHICH THEY WERE PICKED UP ABOUT 1 HR LATER. AN INVESTIGATION REVEALED THAT ONE OF THE TAIL ROTOR BLADES HAD SEPARATED & STRUCK A MAIN ROTOR BLADE. THE RESULTING IMBALANCE CAUSED THE GEARBOX TO SEPARATE & FALL IN THE WATER. THE 90 DEG GEARBOX, TAIL ROTOR HUB AND TAIL ROTOR BLADES WERE NOT RECOVERED FROM THE GULF OF MEXICO.

Brief of Accident (Continued)

File No. - 2269

12/05/88

SOUTH MARSH 113,GM

A/C Reg. No. N2785B

Time (Lc1) - 1406 CST

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

Finding(s)

1. ROTOR SYSTEM, TAIL ROTOR BLADE - FAILURE, TOTAL
2. ROTOR SYSTEM, TAIL ROTOR BLADE - SEPARATION
3. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - VIBRATION
4. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - SEPARATION

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION

----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. - 2357

5/13/88

WAIALUA, HI

A/C Reg. No. N4943T

Time (Lcl) - 1015 HST

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

Type Operating Certificate-EXTERNAL LOAD

Type of Operation -CFR133  
Flight Conducted Under -14 CFR 133  
Accident Occurred During -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - MCDONNELL DOUGLAS 369D  
Landing Gear - HIGH SKID  
Max Gross Wt - 3000  
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20B  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 420 HP

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC

Wind Dir/Speed- 020/003 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 1500 FT SCATTERED

Lowest Ceiling - 2000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WAIALUA, HI

Destination

LOCAL

Airport Proximity

ON AIRSTRIP

Airport Data

FIELD

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

PRECAUTIONARY LANDIN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP

SE LAND, ME LAND

HELICOPTER

Age - 41

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - H-369D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	8600	Last 24 Hrs	-	1
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Make/Model	-	5000	Last 30 Days	-	80
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Instrument	-	400	Last 90 Days	-	250
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Multi-Eng	-	150	Rotorcraft	-	8100
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Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER WAS RETURNING TO ITS LONG LINE PICKUP POINT FOR ANOTHER LOAD WHEN IT ENTERED AN UNCOMMANDED LEFT ROLL. THE PILOT REGAINED CONTROL OF THE HELICOPTER, RELEASED THE LONG LINE CABLE AND ENTERED A SHALLOW, SLOW APPROACH TO A HOVER IN A VACANT AREA. AS THE SKIDS NEARED THE GROUND THE HELICOPTER ROLLED LEFT TO AN ANGLE OF 45 DEGREES, BEGAN TO CLIMB, THEN CRASHED INTO AN IRRIGATION DITCH. THE EXAMINATION REVEALED METAL PARTICLES CONTAMINATING THE TRIM ACTUATOR SWITCH. ACCORDING TO THE MANUFACTURER, THE HELICOPTER IS CONTROLLABLE WITH A MALFUNCTIONING TRIM SYSTEM; HOWEVER, THE CIRCUIT BRAKERS SHOULD BE PULLED. THE PILOT STATED HE RESET THE CIRCUIT BREAKERS.

Brief of Accident (Continued)

File No. - 2357

5/13/88

WAIALUA, HI

A/C Reg. No. N4943T

Time (Lcl) - 1015 HST

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL SYSTEM, COLLECTIVE TRIM - SHORTED
2. TRIM SETTING - UNCONTROLLED - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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

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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2273      2/18/88      YORKVILLE,IL      A/C Reg. No. N84HM      Time (Lcl) - 1506 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	0	0	0	0

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

Make/Model      - HILL BUSHBY MUSTANG II  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1500  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320-E2D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

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

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

Weather Data

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

Wind Dir/Speed- 280/010 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 20000 FT THIN BKN  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PLAINFIELD,IL  
Destination  
SANDWICH,IL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 60  
Biennial Flight Review  
Current      - NO  
Months Since      - 28  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1972  
Make/Model- 6  
Instrument- 98  
Multi-Eng - 52  
Last 24 Hrs - 1  
Last 30 Days- 6  
Last 90 Days- 6  
Rotorcraft - 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO WITNESSES, THE AIRCRAFT APPEARED TO BE COMING OUT OF A LOOP WHEN IT CRASHED IN AN OPEN FIELD. DURING IMPACT, THE AIRCRAFT WAS EXTENSIVELY DAMAGED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.



Brief of Accident (Continued)

File No. - 2273

2/18/88

YORKVILLE,IL

A/C Reg. No. N84HM

Time (Lc1) - 1506 CST

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

Finding(s)

1. AEROBATICS - INITIATED - PILOT IN COMMAND
  2. ALTITUDE - MISJUDGED - 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) 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. - 2217      3/18/88      WEST CHICAGO,IL      A/C Reg. No. N2758P      Time (Lcl) - 1700 CST

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

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

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WEST CHICAGO,IL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SCHAUMBURG,IL	DUPAGE
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - TRAFFIC ADVISORY	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 141
SE LAND	Months Since - 22	Make/Model- 65
	Aircraft Type - PA-22	Instrument- 5
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 36
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT JUST AFTER LEVELING OFF, THE ENG STARTED TO SPUTTER. HE INITIATED EMERGENCY PROCEDURES, BUT WAS UNABLE TO RESTORE POWER. DURING AN EMERGENCY LANDING AT DUSK, THE ACFT HIT A DITCH & NOSED OVER. AN INVESTIGATION REVEALED THE #3 EXHAUST VALVE HAD FAILED.

Brief of Accident (Continued)

File No. - 2217

3/18/88

WEST CHICAGO, IL

A/C Reg. No. N2758P

Time (Lc1) - 1700 CST

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

Finding(s)

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

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

2. LIGHT CONDITION - DUSK
3. TERRAIN CONDITION - CROP

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2237      4/01/88      QUINCY, IL      A/C Reg. No. N32076      Time (Lcl) - 2252 CST

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WOOSTER, OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	QUINCY MUNI-BALDWIN FIELD
Wind Dir/Speed- 080/012 KTS	ATC/Airspace	Runway Ident - 04
Visibility - .375 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7097/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 780
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - PA-32	Make/Model- UNK/NR
		Instrument- 329
		Last 30 Days- 9
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG A NIGHT ARRIVAL, THE PLT WAS CLEARED FOR AN ILS RWY 4 APCH AFTER BEING ADZD THE SKY WAS PARTIALLY OBSCURED, MEASURED CEILING 200' OVERCAST, VIS 1/2 MI WITH FOG, WIND 080 AT 17 KTS. MINS FOR THE APCH WERE 200' CEILING & 1/2 MI VIS. THE PLT WAS CLEARED TO BEGIN THE APCH FROM A 7 MI DME ARC. AS THE ACFT DESCENDED ON THE APCH, RADAR CONTACT WAS LOST & THE PLT WAS CLEARED TO CONTACT QUINCY RADIO. AS THE PLT RPRTD PASSING THE QUINCY VOR (JUST SHORT OF THE ILS OUTER MARKER/FINAL APCH FIX), THE FSS SPECIALIST ADVISED HIM THE VIS HAD DROPPED TO 3/8 MI. AFTER THE PLT RPRTD PASSING THE OUTER MARKER, RADIO CONTACT WAS LOST, EXCEPT FOR THE SOUND OF A KEYED MIKE. SUBSEQUENTLY, THE ACFT HIT TREES & CRASHED WELL LEFT OF THE ILS CENTERLINE, APRX 3/10 MI WEST FROM THE APCH END OF RWY 4. NO PRE-ACDNT MALFUNCTION OR FAILURE OF THE ACFT OR ILS FACILITY WAS FOUND.

Brief of Accident (Continued)

File No. - 2237

4/01/88

QUINCY, IL

A/C Reg. No. N32076

Time (Lc1) - 2252 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - LOW CEILING
  3. WEATHER CONDITION - FOG
  4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
  5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  6. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
  7. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  8. DECISION HEIGHT - NOT MAINTAINED - PILOT IN COMMAND
  9. 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) 6,7,8

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2393

7/11/88

DEKALB,IL

A/C Reg. No. N4605P

Time (Lcl) - 1500 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -TAKEOFF

Fire  
NONE

Crew  
Pass

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

Make/Model - WEATHERLY 620  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 6000  
No. of Seats - 1

Eng Make/Model - P&W R985-AA-1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 450 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

DEKALB  
Runway Ident - 09  
Runway Lth/Wid - 3500/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 65  
Biennial Flight Review  
Current - YES  
Months Since - 19  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 29000	Last 24 Hrs - UNK/NR
Make/Model- 80	Last 30 Days- 40
Instrument- 350	Last 90 Days- 80
Multi-Eng - 9100	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TAKEOFF ROLL, JUST PRIOR TO RAISING THE TAIL, THE AIRPLANE ENCOUNTERED A DUST DEVIL. THE PLT SAID HE LOST DIRECTIONAL CONTROL AND THE AIRPLANE DEPARTED THE RUNWAY AND COLLIDED WITH A GROVE OF TREES.

Brief of Accident (Continued)

File No. - 2393

7/11/88

DEKALB,IL

A/C Reg. No. N4605P

Time (Lc1) - 1500 CDT

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

Finding(s)

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2215      7/18/88      CAPE GIRARDEAU, IL      A/C Reg. No. N677U      Time (Lcl) - 1715 CDT

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	SIKESTON, MO		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	CAPE GIRARDEAU, IL		
Wind Dir/Speed	- CALM		Runway Ident	- N/A
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
COMMERCIAL	Current	- YES	Total	- 12506	Last 24 Hrs	- 6
SE LAND	Months Since	- 3	Make/Model	- 11500	Last 30 Days	- 100
	Aircraft Type	- C-172	Instrument	- UNK/NR	Last 90 Days	- 300
			Multi-Eng	- 121	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS APPLYING CHEMICALS TO A FIELD WITH 3 RADIO TRANSMISSION TOWERS ALONG ONE SIDE. HE RPRTD THAT AS HE WAS FINISHING THE FIELD, HE CIRCLED ONE OF THE TOWERS, THEN MADE A FINAL SWATH RUN ACROSS THE END OF THE FIELD. HE STATED THAT AS HE PULLED UP FROM THE SWATH RUN, THE ACFT ENCOUNTERED WAKE TURBULENCE FROM THE 360 DEG TURN THAT HE HAD JUST MADE AROUND THE TOWER. SUBSEQUENTLY, THE ACFT BANKED TO THE RIGHT & COLLIDED WITH TWO OF THE UPPER GUY WIRES, DAMAGING THE RIGHT WING TIPS & PROP. THE WIRE STRIKE DAMAGED THE AILERON SYSTEM, SO THE PLT MADE A POWER OFF FORCED LANDING IN A CORNFIELD, WHERE THE ACFT NOSED OVER.



Brief of Accident (Continued)

File No. - 2215

7/18/88

CAPE GIRARDEAU, IL

A/C Reg. No. N677U

Time (Lc1) - 1715 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WAKE TURBULENCE - ENCOUNTERED - PILOT IN COMMAND

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

Finding(s)

3. OBJECT - GUY WIRE

Occurrence #3      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - CROP

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

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

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. - 2364      7/31/88      MONEE,IL

A/C Reg. No. N9119R

Time (Lcl) - 1345 CDT

-----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 -LANDING

Fire  
NONE

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

Make/Model - TOWNSON STARDUSTER SA100  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1025  
No. of Seats - 1

Eng Make/Model - LYCOMING O-320  
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- 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  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

SANGER  
Runway Ident - 23  
Runway Lth/Wid - 2380/ 30  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 54  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	229	Last 24 Hrs - 0
Make/Model-	23	Last 30 Days- 1
Instrument-	17	Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RT SIDE OF THE RWY AND NOSED OVER DURING LNDG. THE PLT STATED THAT DURING LNDG THE ACFT BEGAN A RT TURN AND WHEN HE USED LEFT RUDDER AND BRAKE THE ACFT FLIPPED OVER. HE FURTHER STATED THAT THE SEQUENCE BEGAN WHEN THE ACFT BOUNCED DURING INITIAL TOUCHDOWN AND STARTED A TURN TO THE LEFT. WHEN HE USED RIGHT RUDDER, HE SAID, THAT DUE TO THE CRAMPED COCKPIT HE INADVERTENTLY USED RT BRAKE AND THE ACFT RESPONDED RAPIDLY BY GOING OFF THE RWY. THE PLT SAID HE THEN USED LEFT RUDDER AND GOT MINIMAL RESPONSE SO HE RESORTED TO LEFT BRAKE. THE MOVEMENT OF THE LEFT RUDDER FORWARD HAD FORCED THE RT BRAKE PEDAL AGAINST THE PLTS RT FOOT AND WITH BOTH BRAKES APPLIED THE ACFT NOSED OVER. IN HIS RECOMMENDATION FOR PREVENTION THE PLT SAID HE WAS GOING TO HAVE THE BRAKE PEDALS ADJUSTED TO ALLEVIATE THE ALMOST VERTICAL POSITION OF THE PEDAL WHICH, ALONG WITH THE LACK OF LEG ROOM, MADE THE BRAKES SUBJECT TO INADVERTENT APPLICATION WHEN THE RUDDER IS USED.

Brief of Accident (Continued)

File No. - 2364

7/31/88

MONEE,IL

A/C Reg. No. N9119R

Time (Lcl) - 1345 CDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. BRAKES(NORMAL) - 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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2293      8/02/88      BRACEVILLE, IL      A/C Reg. No. N9522F      Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		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 - DESCENT

DESTROYED  
Fire  
NONE

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

Make/Model - MCDONNELL DOUGLAS 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 - FSS  
Method - TELEPHONE  
Completeness - FULL  
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 - UNK/NR

Itinerary

Last Departure Point  
AURORA, IL  
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 - UNK/NR

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

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

Age - 31  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - 269

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 178  
Make/Model- 178  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- 5  
Last 90 Days- 17  
Rotorcraft - 178

Instrument Rating(s) - NONE

-----Narrative-----

AT 1903 CDT ON 8/2/88, THE FLT DEPARTED AURORA, IL, ON A LOCAL FISHING TRIP. AT APRX 1930, IT WAS SEEN IN THE VICINITY OF CARBON HILL, IL. WHEN IT DID NOT RETURN FROM THE FISHING TRIP, A SEARCH WAS INITIATED. IT WAS FOUND ON 8/4/88 WHERE IT CRASHED NEAR A COOLING LAKE NEAR A NUCLEAR POWER PLANT. AN EXAM OF THE WRECKAGE REVEALED THE HELICOPTER HAD IMPACTED IN A NEAR VERTICAL DESCENT. THERE WAS EVIDENCE THE HELICOPTER WAS IN AN UPRIGHT ATTITUDE WHEN IT CRASHED. DRG IMPACT, THE CRUSH LINE MOVED UPWARD FROM THE SKIDS INTO THE BOTTOM OF THE CABIN. THE SEATS & TAILBOOM FAILED IN A DOWNWARD DIRECTION. ALL OF THE MAIN ROTOR BLADES REMAINED ATTACHED TO THE MAIN ROTOR HEAD ALTHOUGH THEY HIT THE GROUND DRG IMPACT. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE AIRFRAME OR ENG WAS FOUND DRG THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 2293

8/02/88

BRACEVILLE, IL

A/C Reg. No. N9522F

Time (Lc1) - UNK/NR

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

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
  2. DESCENT - UNCONTROLLED -
- 

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. - 2384      8/27/88      CHICAGO, IL      A/C Reg. No. N852TW      Time (Lcl) - 1650 CDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage									
Name of Carrier	-TRANS WORLD AIRLINES	SUBSTANTIAL		Fatal	0	Serious	0	Minor	0	None	6
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire		Crew	0		0		0		6
Flight Conducted Under	-14 CFR 121	NONE		Pass	0		0		7		55
Accident Occurred During	-LANDING										

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

Make/Model	- BOEING 727-31	Eng Make/Model	- P&W JT8D-7B	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES	
Max Gross Wt	- 152000	Engine Type	- TURBOFAN			
No. of Seats	- 124	Rated Power	- 14000 LBS THRUST			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	ST. LOUIS, MO			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	CHICAGO, IL		CHICAGO O'HARE	
Wind Dir/Speed	- 210/009 KTS			Runway Ident	- 14L
Visibility	- 5.0 SM	ATC/Airspace		Runway Lth/Wid	- 10003/ 150
Lowest Sky/Clouds	- N/A	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 1400 FT BROKEN	Type of Clearance	- IFR	Runway Status	- WET
Obstructions to Vision	- FOG	Type Apch/Lndg	- ILS-COMplete		
Precipitation	- RAIN SHOWERS		STRAIGHT-IN		
Condition of Light	- DAYLIGHT		FULL STOP		

-----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 - 16899	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 3	Make/Model - 6411	Last 30 Days - 76
	Aircraft Type - B-727	Instrument - UNK/NR	Last 90 Days - 195
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SCHEDULED DOMESTIC PART 121 FLIGHT COULD NOT GET LANDING GEAR TO EXTEND ON APPROACH TO CHICAGO MIDWAY AIRPORT. AFTER MISSED APPROACH, CREW TRIED UNSUCCESSFULLY TO EXTEND GEAR MANUALLY USING PROCEDURES IN COCKPIT CHECKLIST AND FLIGHT OPERATIONS MANUAL. EMERGENCY GEAR-UP LANDING WAS MADE AT CHICAGO O'HARE INTERNATIONAL AIRPORT. INVESTIGATION REVEALED A DISCONNECTED GEAR SELECTOR ACTUATING ROD FROM THE NORMAL LANDING GEAR RETRACT/EXTENSION ACTUATING ASSEMBLY. CREW DAMAGED MANUAL GEAR EXTENSION MECHANISM IN MANUAL EXTENSION ATTEMPTS. FAA APPROVED PROCEDURAL CHECKLIST HAD OMITTED CRITICAL STEP IN MANUAL GEAR EXTENSION PROCEDURE.

Brief of Accident (Continued)

File No. - 2384

8/27/88

CHICAGO,IL

A/C Reg. No. N852TW

Time (Lcl) - 1650 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
2. MISSED APPROACH - PERFORMED -
3. CHECKLIST - INACCURATE - COMPANY/OPERATOR MGMT
4. PROCEDURES/DIRECTIVES - IMPROPER - COMPANY/OPERATOR MGMT
5. CONDITION(S)/STEP(S) NOT LISTED - FAA(PRIIN MAINT INSPECTOR)

Occurrence #2 GEAR NOT EXTENDED  
Phase of Operation LANDING

Finding(s)

6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2251      9/20/88      OSWEGO, IL      A/C Reg. No. N50702      Time (Lc1) - 1825 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED		Fatal	Injuries	
Type of Operation - PERSONAL	Fire	Crew	1	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -MANEUVERING			0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 8KCAB	Eng Make/Model - LYCOMING AEIO-360-H1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 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	PLAINFIELD, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1312
SE LAND	Months Since - UNK/NR	Make/Model- 333
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 22
		Last 90 Days- 55
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG AEROBATICS, THE ACFT WENT IN A DIVE, GAINED SPEED, LEVELED OFF & PULLED UP ABRUPTLY. DRG THE PULL-UP, THE RGT WING FAILED UPWARD & SEPD FM THE ACFT. THE ACFT THEN WENT OUT OF CTL & CRASHED. THE PLT WAS WEARING A PARACHUTE, BUT DID NOT BAIL-OUT; HE WAS FOUND STRAPPED IN HIS SEAT & THE DOOR RLS PIN WAS STILL IN PLACE. THERE WAS EVIDENCE OF UPWARD BENDING OF THE LEFT WING; BOTH HORIZONTAL STABILIZERS HAD EVIDENCE OF BEING COMPROMISED IN A DWNWRD DRCTN. AN EXAM OF THE PLT'S SEAT REVEALED THE TUBULAR ENDS OF THE SEAT-BACK FRAME HAD FAILED AT THE PIVOT POINTS (PVT PTS), WHERE THE SEAT-BACK WAS DESIGNED TO PIVOT FWD OVR THE SEAT PAN TO ALLOW ENTRY TO THE AFT SEAT. ATTACHING BOLTS AT THE PVT PTS HAD PULLED THRU THE ENDS OF THE FRAME. EVIDENCE OF OVERSTRESS SHEAR WAS FND AT THE RGT PVT PT AS IF THE SEAT-BACK HAD FAILED AFT. EVIDENCE OF OVERSTRESS SHEAR & TWISTING DEFORMATION WAS FND AT THE LEFT PVT PT. BELLANCA 7 & 8 SERIES ACFT HAVE HAD SVRL SEATBACK FAILURES AT THE HINGE POINT OR AT THE WELDED JUNCTION OF THE SEAT'S LOWER SIDE TUBE & SEATBACK SIDE BRACE.



Brief of Accident (Continued)

File No. - 2251

9/20/88

OSWEGO,IL

A/C Reg. No. N50702

Time (Lc1) - 1825 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - INITIATED - PILOT IN COMMAND
2. FUSELAGE,SEAT - WORN
3. FUSELAGE,SEAT - FAILURE,TOTAL
4. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - MANUFACTURER
5. FLT CONTROL SYST,ELEVATOR CONTROL - DISABLED
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -
7. WING - FAILURE,TOTAL
8. WING - 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) 3,5

Factor(s) relating to this accident is/are finding(s) 2,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2279      10/08/88      SCHAUMBURG,IL      A/C Reg. No. N4608R      Time (Lcl) - 0630 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

ON GROUND

Fatal

0

Crew

Pass

0

Injuries

Serious

0

Minor

1

None

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-28  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1950  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 260/008 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 10000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAWN

Itinerary

Last Departure Point  
SCHAUMBURG,IL  
Destination  
WASHINGTON IS,WI

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 - 58  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)  
Total - 1550  
Make/Model- 200  
Instrument- 28  
Multi-Eng - 200  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING AT 1900' MSL, APRX 15 MI NORTH OF THE DEPARTURE ARPT, THE PLT NOTED A GRADUAL DECREASE IN ENG RPM. HE APPLIED CARB HEAT & TURNED BACK TOWARD THE ARPT, BUT THE ENG CONTINUED TO LOSE POWER. SUBSEQUENTLY, THE ACFT HIT TREES & CRASHED AS THE PLT WAS ATTEMPTING TO LAND ON A STREET. A FIRE ERUPTED IN THE ENG COMPARTMENT AFTER THE PLANE CRASHED. AN EXAM OF THE ENG REVEALED A CONNECTING ROD HAD FAILED & PUNCTURED A HOLE IN THE ENG, ALLOWING OIL TO BE PORTED INTO THE ENG COMPARTMENT. THERE WAS EVIDENCE THAT THE ROD HAD FAILED FROM LACK OF LUBRICATION.

Brief of Accident (Continued)

File No. - 2279

10/08/88

SCHAUMBURG, IL

A/C Reg. No. N4608R

Time (Lcl) - 0630 CDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, OIL - STARVATION
2. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2392      10/09/88      QUINCY, IL      A/C Reg. No. N8769R      Time (Lcl) - 1620 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	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					1

-----Aircraft Information-----

Make/Model - BEECH 55B	Eng Make/Model - CONTINENTAL IO-470L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	BUFFALO, NY	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	KANSAS CITY, KS	QUINCY-BALDWIN FLD
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5400/ 150
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 890
SE LAND, ME LAND	Months Since - 1	Make/Model- 199
	Aircraft Type - BE-55B	Instrument- 151
		Multi-Eng - 199
		Last 24 Hrs - 3
		Last 30 Days- 6
		Last 90 Days- 15
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CROSS COUNTRY TRIP THE PILOT ALTERED HIS FLIGHT PLAN IN ORDER TO REFUEL. ON LANDING, THE AIRPLANE BALLOONED AND SUBSEQUENTLY PORPOISED THREE OR FOUR TIMES. THE NOSE WHEEL COLLAPSED AND THE AIRPLANE CAME TO REST ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 2392

10/09/88

QUINCY,IL

A/C Reg. No. N8769R

Time (Lcl) - 1620 CDT

-----  
Occurrence #1       HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2. PORPOISE - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2       NOSE GEAR COLLAPSED  
Phase of Operation   LANDING - ROLL

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. - 2298      10/15/88      FAIRVIEW HTS., IL      A/C Reg. No. N4545F      Time (Lcl) - 2130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28-151	Eng Make/Model	- LYCOMING O-320-E3D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2325	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	ELYRIA, OH	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	ST LOUIS, MO	
Wind Dir/Speed	- 170/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 6000 FT THIN BKN	Type of Clearance	- N/A
Lowest Ceiling	- 8000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- N/A
Condition of Light	- NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 90	Last 24 Hrs - 5
SE LAND	Months Since - 1	Make/Model - 8	Last 30 Days - 20
	Aircraft Type - PA-38	Instrument - 0	Last 90 Days - 45

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT, WHO HAD ONLY 8 HRS IN PA-28 ACFT, PASSED A SCHEDULED REFUELING STOP ON A CROSS COUNTRY FLT WHEN THE FUEL GAUGE SHOWED LESS FUEL CONSUMPTION THAN WAS ORIGINALLY PLANNED. SUBSEQUENTLY, THE ENGINE LOST POWER BEFORE THE PLT REACHED HIS INTENDED DESTINATION. THE PLT MADE AN EMERGENCY LANDING ON THE SHOULDER OF A BUSY HIGHWAY. DRG THE LANDING, THE ACFT STRUCK A SMALL TREE, FENCE & ROAD SIGN. DURATION OF FLT WAS 5 HRS & 48 MIN. NO USABLE FUEL WAS FOUND IN EITHER FUEL TANK.

Brief of Accident (Continued)

File No. - 2298

10/15/88

FAIRVIEW HTS., IL

A/C Reg. No. N4545F

Time (Lcl) - 2130 CDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. FLUID, FUEL - EXHAUSTION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

6. OBJECT - TREE(S)

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

7. OBJECT - FENCE
8. OBJECT - SIGN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2229      2/23/88      MARTINSVILLE, IN      A/C Reg. No. N9958U      Time (Lc1) - 1631 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA-5A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2200  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - 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- 310/016 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4100 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC

Destination  
INDIANAPOLIS, IN

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PRIVATE

Runway Ident - 09

Runway Lth/Wid - 2000/ 90

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 - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 1250

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 BEGAN A DEPARTURE BY TAKING OFF TO THE EAST , DOWNWIND, ON A 2000' UPSLOPING RWY. THE AIRPLANE FAILED TO CLEAR TREES & POWERLINES AT THE DEPARTURE END OF THE RWY. IT THEN DESCENDED OUT OF CONTROL & CRASHED, AND WAS DESTROYED BY IMPACT & FIRE. ABOUT 20 MI EAST-NORTHEAST, AT INDIANAPOLIS, THE 1553 EST WIND WAS FROM 310 DEG AT 16 GUSTING 22 KTS. THE PLT'S LAST MEDICAL APPLICATION WAS DATED 10/3/87, BUT A MEDICAL CERTIFICATE WAS DENIED DUE TO A CARDIO-VASCULAR PROBLEM.



Brief of Accident (Continued)

File No. - 2229

2/23/88

MARTINSVILLE, IN

A/C Reg. No. N9958U

Time (Lcl) - 1631 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. OBJECT - WIRE, TRANSMISSION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2216

7/15/88

NEWBURGH, IN

A/C Reg. No. N3047

Time (Lcl) - 1303 EST

-----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 - SOLLARS ROTORWAY EXECUTIVE  
Landing Gear - SKID  
Max Gross Wt - 1320  
No. of Seats - 2

Eng Make/Model - ROTORWAY RW-152  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 152 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MADISONVILLE, KY  
Destination  
SAME AS ACC/INC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 40

Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 40	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
		Rotorcraft	- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG LOST POWER AS THE HOMEBUILT HELICOPTER WAS ON AN APCH TO LAND AT A PRIVATE HELIPORT. THE STUDENT PLT RPRTD THE HELICOPTER WAS AT APRX 50 FT AGL WHEN THE POWER LOSS OCCURRED. SUBSEQUENTLY, DURING AN AUTOROTATION, THE HELICOPTER TOUCHED DOWN HARD. NO FUEL WAS FOUND IN THE FUEL TANKS OR FUEL LINES & NO EVIDENCE OF FUEL SPILLAGE WAS FOUND.

Brief of Accident (Continued)

File No. - 2216

7/15/88

NEWBURGH, IN

A/C Reg. No. N3047

Time (Lc1) - 1303 EST

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. FLARE - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 2213      7/24/88      MADISON, IN      A/C Reg. No. N810TW      Time (Lcl) - 1000 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0	
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - WILLIAMS WACO	Eng Make/Model - WARNER 145 SUPER SCARAB	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1771	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 175 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	MADISON MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 21
Visibility - 15.0 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 - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 336
SE LAND	Months Since - 20	Make/Model- 0
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE SVRL HI SPEED TAXI CHECKS, THEN TOOK OFF ON HIS 1ST FLT IN THIS MAKE & MODEL OF ACFT. HE CLIMBED TO ALT TO CHECK THE STALL CHARACTERISTICS, THEN RETURNED TO THE ARPT. HOWEVER, AS HE WAS LANDING, THE ACFT CONTACTED THE GROUND NEAR THE END OF THE RWY & SUBSEQUENTLY NOSED OVER. NO PREIMPACT MECHANICAL PROBLEMS WERE REPORTED.

Brief of Accident (Continued)

File No. - 2213

7/24/88

MADISON, IN

A/C Reg. No. N810TW

Time (Lc1) - 1000 EST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2232      8/10/88      AUBURN, IN

A/C Reg. No. N3828K

Time (Lcl) - 0450 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

1

Crew

Pass

1

Injuries

Serious

0

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model      - PIPER PA-28  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E2A

Number Engines      - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed- 220/005 KTS  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision- FOG  
Precipitation      - RAIN SHOWERS  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

OSHKOSH,WI

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance      - IFR

Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DEKALB CITY

Runway Ident      - 27

Runway Lth/Wid      - 3375/ 50

Runway Surface      - CONCRETE

Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 50

Biennial Flight Review

Current      - YES

Months Since      - 8

Aircraft Type - C-172M

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 275

Make/Model- 223

Instrument- 65

Multi-Eng - 0

Last 24 Hrs - 0

Last 30 Days- 3

Last 90 Days- 12

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUMENT RATED PVT PLT FILED AN IFR FLT PLAN FOR A FLT FROM AN UNCONTROLLED ARPT AT NIGHT. THE ARPT MANAGER WAS AWAKENED BY THE SOUND OF THE ACFT STARTING & TAXIING. HE NOTED THAT THE RWY LIGHTS WERE ON, BUT WERE OBSCURED BY DENSE FOG. HIS HOUSE WAS APRX 150 FT FROM THE RWY. AT 0445 EST, THE PLT OBTAINED A CLNC TO TAKEOFF WITH A VOID TIME OF 0500 EST. WHEN THE VOID TIME HAD PASSED & THE PLT HAD NOT CONTACTED ATC, ATC PSNL CONTACTED THE ARPT MANAGER. THE ARPT MANAGER CHECKED THE HANGAR AREA & FOUND THE ACFT HAD DEPARTED. A SEARCH WAS INITIATED, BUT IT WAS HAMPERED BY DENSE FOG. SUBSEQUENTLY, THE ACFT WAS FOUND WHERE IT HAD CRASHED ABOUT 700 FT SOUTHWEST FROM THE DEP END OF RWY 27. INITIAL IMPACT OCCURRED WITH A 40 FT TREE WHILE THE ACFT WAS ON A HEADING OF 258 DEG. AFTER TRAVELING ABOUT 200 FT, IT HIT ANOTHER TREE ABOUT 26 FT ABOVE THE GROUND, THEN CRASHED TO THE GROUND. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND, THOUGH IT WAS DESTROYED BY IMPACT & FIRE.

Brief of Accident (Continued)

File No. - 2232

8/10/88

AUBURN, IN

A/C Reg. No. N3828K

Time (Lcl) - 0450 EST

Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. OBJECT - TREE(S)
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
6. PROPER CLIMB RATE - NOT MAINTAINED - 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) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2236

8/26/88

GARY, IN

A/C Reg. No. N5140S

Time (Lc1) - 2130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	0
Pass	0	0	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 220/005 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
JENISON, MI  
Destination  
LANSING, IL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND  
HELICOPTER

Age - 39

Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 1952	Last 24 Hrs -	3
Make/Model-	950	Last 30 Days-	41
Instrument-	262	Last 90 Days-	136
Multi-Eng -	15		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING OVER LAKE MICHIGAN AT NGT, A LOSS OF OIL PRESSURE OCCURRED WHICH WAS QUICKLY FOLLOWED BY AN ENGINE FAILURE. THE PLT PERFORMED EMERGENCY PROCEDURES & PREPARED FOR A FORCED LANDING. HE WAS ABLE TO GLIDE TO SHORE, BUT DUE TO "INDUSTRIAL TERRAIN" ALONG THE SHORELINE, HE ELECTED TO DITCH THE ACFT IN LAKE MICHIGAN NEAR THE SHORE. AFTER DITCHING, HE EXITED THE ACFT & SWAM TO A BREAKWATER AND THE ACFT SANK. HE WAS RESCUED ABOUT 5 HRS LATER & WAS TREATED FOR HYPOTHERMIA. THE ACFT WAS FURTHER DAMAGED WHEN IT WAS RETRIEVED FROM THE LAKE. NO MECHANICAL REASON WAS FOUND FOR THE LOSS OF OIL PRESSURE.



Brief of Accident (Continued)

File No. - 2236

8/26/88

GARY, IN

A/C Reg. No. N5140S

Time (Lc1) - 2130 CDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,OIL - LEAK
2. FLUID,OIL - STARVATION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      DITCHING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - WATER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2280

9/05/88

CLAYPOOL, IN

A/C Reg. No. N7791K

Time (Lcl) - 1125 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

ON GROUND

Pass

1

0

0

0

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - PIPER PA-20

Eng Make/Model - LYCOMING O-290-D

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1800

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 125 HP

-----Environment/Operations Information-----

Weather Data

Itinerary

Airport Proximity

Wx Briefing - FSS

Last Departure Point

OFF AIRPORT/STRIP

Method - TELEPHONE

KOKOMO, IN

Completeness - WEATHER NOT PERTINENT

Destination

Airport Data

Basic Weather - VMC

MENTONE, IN

Wind Dir/Speed- 360/010 KTS

Visibility - 10.0 SM

ATC/Airspace

Runway Ident - N/A

Lowest Sky/Clouds - 2800 FT SCATTERED

Type of Flight Plan - NONE

Runway Lth/Wid - N/A

Lowest Ceiling - NONE

Type of Clearance - NONE

Runway Surface - N/A

Obstructions to Vision- NONE

Type Apch/Lndg - NONE

Runway Status - N/A

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)

PRIVATE

Current - YES

Total - 190

Last 24 Hrs - 1

SE LAND

Months Since - 23

Make/Model- 35

Last 30 Days- 5

Aircraft Type - PA-20

Instrument- UNK/NR

Last 90 Days- 10

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE THE FLT, THE PLT CALLED HIS PARENTS TO ARRANGE FOR TRANSPORTATION FROM THE DESTINATION ARPT. SPECIFICALLY, HE ARRANGED TO FLY OVER HIS PARENT'S HOME, WHICH WAS LOCATED NEAR THE ARPT, THEN THE PARENTS WERE TO MEET HIM & HIS WIFE (THE PASSENGER) AT THE ARPT. HOWEVER, AS THE PLT WAS MAKING A LOW PASS AFTER ARRIVAL, THE ACFT HIT A TALL TREE. THE TREE WAS APRX 40 FT TALL WHILE THE SURROUNDING TREES WERE ABOUT 20 FT TALL. AFTER HITTING THE TREE, THE ACFT PLUNGED TO THE GROUND, CRASHED & BURNED. NO PREIMPACT MECHANICAL PROBLEM WAS FOUND.

Brief of Accident (Continued)

File No. - 2280

9/05/88

CLAYPOOL, IN

A/C Reg. No. N7791K

Time (Lcl) - 1125 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2394      9/23/88      ORLEANS, IN      A/C Reg. No. N21985      Time (Lcl) - 1910 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries		
Type of Operation	-PERSONAL	SUBSTANTIAL		Fatal	Serious	Minor
Flight Conducted Under	-14 CFR 91	Fire		0	0	0
Accident Occurred During	-APPROACH	NONE		0	0	0
				Crew		
				Pass		
						1
						3

-----Aircraft Information-----

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360-A4M	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	DECATUR, IL	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	SALEM, IN	ORLEANS
Wind Dir/Speed	- 010/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 24
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Clearance	- 2890/ 60
Lowest Ceiling	- 5000 FT OVERCAST	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- WET
Condition of Light	- NIGHT(DARK)		
		GO AROUND	
		FULL STOP	

-----Personnel Information-----

Pilot-In-Command	Age - 19	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 101
SE LAND	Months Since - 16	Make/Model	- 21
	Aircraft Type - PA-38	Instrument	- 5
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- 7
		Last 90 Days	- 9
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED A PARTIAL LOSS OF ELECTRICAL POWER WHILE ON A CROSS COUNTRY FLIGHT, BECAME LOST AND ANXIOUS, AND ATTEMPTED TO LAND AT THE WRONG AIRPORT. WHILE ON FINAL APPROACH THE LEFT LANDING GEAR STRUCK A UTILITY POLE AND THE LEFT WING TOUCHED A TRANSMISSION WIRE. THE PILOT RECOVERED AND CONTINUED TO HIS INTENDED DESTINATION, LANDING WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 2394

9/23/88

ORLEANS, IN

A/C Reg. No. N21985

Time (Lcl) - 1910 EST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ELECTRICAL SYSTEM, BATTERY - FAILURE, PARTIAL
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. LANDED AT WRONG AIRPORT - ATTEMPTED - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. CLEARANCE - INADEQUATE - PILOT IN COMMAND
6. OBJECT - WIRE, TRANSMISSION

-----  
----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. - 2214      10/10/88      INDIANAPOLIS, IN      A/C Reg. No. N8112T      Time (Lcl) - 1920 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	1	0
Accident Occurred During	-LANDING	NONE	Pass	0	0	3	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360-A4M	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	COLUMBUS, GA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	KOKOMO, IN		
Wind Dir/Speed	- 300/010 KTS		Runway Ident	- N/A
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 7000 FT SCATTERED	Type of Flight Plan	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- 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 - UNK/NR	Total - 118	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - 37	Last 30 Days - 22
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 35
		Multi-Eng - 0	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND HIS FAMILY OF THREE WERE RETURNING FROM A VACATION IN FLORIDA. THEY MADE A FUEL STOP AT COLUMBUS, GEORGIA, THEN TRIED TO FLY NON-STOP FROM THERE TO KOKOMO, INDIANA. ABOUT 50 MILES SHORT OF THE INTENDED DESTINATION, THE ENGINE LOST POWER DUE TO FUEL EXHAUSTION. THE PILOT ATTEMPTED TO LAND (AT NIGHT) IN A FIELD NEAR A RESIDENTIAL SUBDIVISION. HOWEVER, THE AIRPLANE STRUCK A POWER LINE, THEN CRASHED INTO A GROVE OF TREES.

Brief of Accident (Continued)

File No. - 2214

10/10/88

INDIANAPOLIS, IN

A/C Reg. No. N8112T

Time (Lcl) - 1920 EST

-----  
Occurrence #1        LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. FLUID, FUEL - EXHAUSTION
  3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
  5. OBJECT - WIRE, TRANSMISSION
  6. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 2386      12/24/88      MADISON, IN      A/C Reg. No. N5121J      Time (Lc1) - 0634 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -POSITIONING	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	1	0	0	0
Accident Occurred During -CIRCLING (IFR)					

-----Aircraft Information-----

Make/Model - CESSNA 310R	Eng Make/Model - CONTINENTAL IO-520-N	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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ST. PAUL, MN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MADISON, IN	Runway Ident - N/A
Wind Dir/Speed- 210/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 1100 FT BROKEN	Type Apch/Lndg - VOR/DME	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4914
SE LAND, ME LAND	Months Since - 6	Last 24 Hrs - 7
	Aircraft Type - C-310R	Make/Model- 220
		Instrument- 302
		Multi-Eng - 62
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A VOR/DME APPROACH THE AIRCRAFT DESCENDED BELOW THE DECISION HEIGHT ON A CIRCLING APPROACH. IN AN ATTEMPT TO AVOID COLLISION WITH HIGH TENSION TOWERS AND/OR WIRES, THE PILOT INITIATED AN ABRUPT PULL-UP, FOLLOWED BY A STALL/SPIN INTO THE TERRAIN. THE AIRCRAFT WAS DESTROYED AND THE PILOT AND PASSENGER SUSTAINED FATAL INJURIES.



Brief of Accident (Continued)

File No. - 2386

12/24/88

MADISON, IN

A/C Reg. No. N5121J

Time (Lcl) - 0634 EST

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CIRCLING (IFR)

Finding(s)

1. MINIMUM DESCENT ALTITUDE - DISREGARDED - PILOT IN COMMAND
  2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  3. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  4. OBJECT - ELECTRICAL TOWER
  5. PULL-UP - ABRUPT - PILOT IN COMMAND
  6. 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) 1,2,3,5,6

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2238      12/26/88      JEFFERSONVILLE, IN      A/C Reg. No. N6100N      Time (Lcl) - 1200 EST

-----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	3	0	0	0

-----Aircraft Information-----

Make/Model      - BEECH B23  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2450  
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/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 090/010 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  
JEFFERSONVILLE, IN  
Destination  
SEYMOUR, IN

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - PRECAUTIONARY LANDING

Airport Proximity  
ON AIRPORT

Airport Data

CLARK COUNTY  
Runway Ident      - 36  
Runway Lth/Wid      - 5500/ 75  
Runway Surface      - CONCRETE  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 22  
Biennial Flight Review  
Current      - YES  
Months Since      - 21  
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	174	Last 24 Hrs - 1
Make/Model-	54	Last 30 Days- 6
Instrument-	14	Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES RPRTD THAT WHILE THE ACFT WAS ON THE INITIAL CLIMB AFTER TAKING OFF FROM RWY 36, THERE WAS A PARTIAL LOSS OF ENG POWER. THEY RPRTD THE ACFT ENTERED A TURN TO THE WEST & FLEW OVER TREES BETWEEN RWYS 36 & 14 AT A RELATIVELY LOW ALTITUDE. THE ACFT THEN ENTERED A STEEP LEFT TURN AS IF TO LINE UP WITH RWY 14. WITNESSES REPORTED THAT THE ACFT THEN ROLLED ABRUPTLY TO THE RIGHT, ENTERED A STEEP DESCENT & CRASHED. AN EXAM OF THE ACFT ENG REVEALED THE LEFT MAGNETO WAS LOOSE & COULD BE ROTATED IN ITS MOUNT IN EITHER DIRECTION. ALSO, WHEN THE #3 CYLINDER WAS REMOVED, IT WAS FOUND TO HAVE A CIRCUMFERENTIAL CRACK APRX HALF WAY AROUND THE HEAD. ONE EXHAUST STUD WAS MISSING FROM THE CYLINDER & THERE WAS EVIDENCE THE ENG HAD BEEN OPERATING WITH AN EXHAUST LEAK ON THE CYLINDER. THE ENG HAD ACCUMULATED ONLY 274 HRS SINCE MAJOR OVERHAUL.

Brief of Accident (Continued)

File No. - 2238

12/26/88

JEFFERSONVILLE, IN

A/C Reg. No. N6100N

Time (Lcl) - 1200 EST

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Occurrence #1            LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation       TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
  2. EXHAUST SYSTEM - LEAK
  3. ENGINE ASSEMBLY, CYLINDER - CRACKED
  4. IGNITION SYSTEM, MAGNETO - LOOSE
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. PRECAUTIONARY LANDING - INITIATED -
  6. MANEUVER - IMPROPER - PILOT IN COMMAND
  7. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  8. 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) 6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2219      12/10/88      HUTCHINSON,KS      A/C Reg. No. N61BE      Time (Lcl) - 1020 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	3
Pass	0	0	0	0	2

-----Aircraft Information-----

Make/Model      - CESSNA 650  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 22000  
No. of Seats      - 11

Eng Make/Model      - AIRESEARCH TFE-731-3B  
Number Engines      - 2  
Engine Type      - TURBOFAN  
Rated Power      - 3650 LBS THRUST

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 010/016 KTS

Visibility      - 15.0 SM

Lowest Sky/Clouds      - 25000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC

Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - VFR

Type Apch/Lndg      - ILS-COMPLETE  
TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data  
HUTCHINSON

Runway Ident      - 31

Runway Lth/Wid      - 7000/ 200

Runway Surface      - CONCRETE

Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND

Age - 63

Biennial Flight Review

Current      - YES

Months Since      - 10

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9435	Last 24 Hrs -	2
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Make/Model-	67	Last 30 Days-	10
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Instrument-	986	Last 90 Days-	26
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Multi-Eng -	1890
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS BEING CONDUCTED TO PREPARE THE LEFT SEAT PILOT FOR A TYPE RATING. THREE OTHER PILOTS WERE ALSO ON BOARD; ONE OF THESE WAS OBSERVING FROM THE JUMP SEAT. THE CREW PLANNED TO MAKE AN ILS APCH WHICH WAS TO BE FOLLOWED BY A TOUCH-&-GO LNDG. AFTER LNDG WITH FULL FLAPS & PRIOR TO APPLYING POWER TO TAKEOFF AGAIN, THE TRAINEE WAS TO CALL FOR THE FLAPS TO BE RAISED TO 20 DEG. DURING THE APCH TO LAND, ALL 3 PERSONS IN THE COCKPIT CONFIRMED THE GEAR WAS DOWN & LOCKED. THE TRAINEE RPRTD THAT AFTER TOUCHDOWN, HE CALLED FOR THE FLAPS TO BE RAISED TO 20 DEG, BUT DIDN'T RECALL SEEING THE INSTRUCTOR (CFI) MOVE THE FLAP HANDLE. HE STATED HE STARTED TO APPLY POWER WHEN THE LEFT WING DROPPED TO THE RWY. THE ACFT THEN VEERED OFF THE LEFT SIDE OF THE RWY, HIT A RWY LIGHT & WAS DAMAGED. THOROUGH TESTING OF THE GEAR & RELATED SYSTEMS DID NOT REVEAL ANY FAILURE THAT WOULD HAVE CAUSED THE GEAR TO COLLAPSE. PRIOR TO THIS FLT, THE CFI HAD MADE ONLY 2 LNDGS IN THE CESSNA 650 SINCE 8/8/88.

Brief of Accident (Continued)

File No. - 2219

12/10/88

HUTCHINSON,KS

A/C Reg. No. N61BE

Time (Lc1) - 1020 CST

Occurrence #1      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

1. TOUCH-AND-GO - INITIATED -
2. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND(CFI)
3. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND(CFI)

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE -
5. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

6. OBJECT - RUNWAY LIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2303      12/18/88      LINWOOD,KS      A/C Reg. No. N5012J      Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -POSITIONING  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	4	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - BELL 206L-1  
Landing Gear      - SKID  
Max Gross Wt      - 4100  
No. of Seats      - 3

Eng Make/Model      - ALLISON 250-C28B  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 435 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 15.0      SM  
Lowest Sky/Clouds      - 25000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MERRIAM,KS  
Destination  
TOPEKA,KS

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      - COMPANY (VFR)  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,ATP  
SE LAND,ME LAND  
HELICOPTER

Age - 41  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - BH-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 8222      Last 24 Hrs      - 1  
Make/Model- 342      Last 30 Days- 14  
Instrument- 235      Last 90 Days- 40  
Multi-Eng - 106      Rotorcraft - 6312

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THAT AFTER COMPLETING AN EMS MISSION, WHILE ENROUTE BACK TO THE HOME BASE, HE THOUGHT HE SAW SMOKE ON THE GROUND, AND DECIDED TO MAKE A CLOSER, VISUAL CHECK. CRUISING INITIALLY AT 1000 AGL, HE BEGAN A CRUISE DESCENT TO BETTER INSPECT THE SMOKE. THE HELICOPTER STRUCK POWER LINES ABOUT 60 FEET AGL. AN EMERGENCY AUTOROTATION WAS ATTEMPTED AND A HARD LANDING WAS MADE IN A SHALLOW RIVER.

Brief of Accident (Continued)

File No. - 2303

12/18/88

LINWOOD,KS

A/C Reg. No. N5012J

Time (Lcl) - 1430 CST

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Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       DESCENT

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation       DESCENT - UNCONTROLLED

Finding(s)

5. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
  6. TERRAIN CONDITION - WATER
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2372      6/07/88      MOREHEAD, KY      A/C Reg. No. N112CB      Time (Lcl) - 2020 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- BYRON/SORRELL SNS-2	Eng Make/Model	- VOLKSWAGON 1 1/2	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 621	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 37 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 - 280/007 KTS</p> <p>Visibility        - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling    - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation     - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance    - NONE</p> <p>Type Apch/Lndg       - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MOREHEAD ROWAW CO</p> <p>Runway Ident        - 23</p> <p>Runway Lth/Wid      - 2600/ 75</p> <p>Runway Surface      - ASPHALT</p> <p>Runway Status       - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 63</p> <p>Biennial Flight Review</p> <p>Current            - UNK/NR</p> <p>Months Since      - UNK/NR</p> <p>Aircraft Type      - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total            - 1420</p> <p>Make/Model- UNK/NR</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 3</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF AT ABOUT 100 FEET ALTITUDE, THE PILOT HEARD A LOUD "BANG" 70 FEET FROM THE END OF THE RWY. THE ACFT SHOOK AND THE MOTOR RACED FOR A COUPLE OF SECONDS, SO HE CUT THE THROTTLE AND MADE AN EMERGENCY LANDING. THE LEFT LOWER WING HIT A 4-INCH TREE TRUNK ABOUT MID POINT ON THE WING AND THE ACFT WENT OVER ON ITS BACK IN SMALL TREES, VINES AND POISON IVY. BOTH PROPELLER BLADES WERE FOUND ON AIRPORT PROPERTY. THEY HAD PULLED OUT OF THE PROPELLER HUB. THIS WAS AN AMATEUR BUILT ACFT AND AN UNCERTIFICATED OPERATOR. THE PROPELLER WAS PURCHASED FROM AN UNCERTIFICATED VENDOR. OPERATION MET THE REQUIREMENTS OF THE FEDERAL AIR REGULATIONS. THE REASON FOR THE PROP FAILURE WAS NOT DETERMINED.



Brief of Accident (Continued)

File No. - 2372

6/07/88

MOREHEAD, KY

A/C Reg. No. N112CB

Time (Lcl) - 2020 EDT

Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
2. PROPELLER SYSTEM/ACCESSORIES, HUB - FAILURE, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #3      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) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2389      7/13/88      PLYMOUTH, MA      A/C Reg. No. N543CC      Time (Lc1) - 0745 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-BUSINESS	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	0	1
							4

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20J	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 317 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/004 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>CARVER, MA</p> <p>Destination</p> <p>PORTLAND, ME</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - COMPANY (VFR)</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>PLYMOUTH MUNICIPAL</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 0</p> <p>Aircraft Type - R22</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2174</p> <p>Make/Model- 265</p> <p>Instrument- 8</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 63</p> <p>Last 90 Days- 208</p> <p>Rotorcraft - 886</p>
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Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER THE HELICOPTER TOOKOFF, THE LOW ROTOR RPM LIGHT CAME ON AND THE LOW ROTOR RPM HORN SOUNDED. THE PILOT RESPONDED BY LOWERING THE COLLECTIVE AND ENTERING INTO AUTOROTATION. AT TOUCHDOWN THE LEFT SKID COLLAPSED AND THE MAIN ROTOR CONTACTED THE GROUND. A POST ACCIDENT EXAMINATION OF THE FUEL CONTROL UNIT REVEALED THAT IT WAS NOT PROPERLY ADJUSTED.

Brief of Accident (Continued)

File No. - 2389

7/13/88

PLYMOUTH, MA

A/C Reg. No. N543CC

Time (Lcl) - 0745 EDT

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Occurrence #1      LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - OUTPUT LOW
  2. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
- 

Occurrence #2      ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING

Finding(s)

3. LANDING GEAR, SKID ASSEMBLY - COLLAPSED
  4. OBJECT - DITCH
- 

----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. - 2224

7/14/88

TAUNTON, MA

A/C Reg. No. N825DW

Time (Lcl) - 1929 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 - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - MANEUVERING

Fire  
ON GROUND

-----Aircraft Information-----

Make/Model - CESSNA 421  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6800  
No. of Seats - 6

Eng Make/Model - CONTINENTAL GTSIO-520-D  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 375 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 - UNK/NR  
Wind Dir/Speed- 190/008 KTS  
Visibility - 1.500 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BEVERLY, MA  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - VISUAL

TRAFFIC PATTERN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

TAUNTON MUNI  
Runway Ident - 30  
Runway Lth/Wid - 3500/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND, SE SEA

Age - 41

Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - C-421

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 780	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-----

BFR RCHG HIS DESTN, THE PLT ADZD APCH CTL THAT HIS RGT ENG WAS "BLOWING SOME SMOKE" & LOSING OIL PRESSURE. VECTORS WERE PROVIDED FOR A VISUAL APCH, BUT THERE WERE LOW CLOUDS IN THE AREA & VIS WAS RESTRICTED DUE TO HAZE. AFTER REACHING THE VCNTY OF THE ARPT, THE PLT SAID IT WAS IN SIGHT & HE WAS ENTERING A DOWNWIND FOR RWY 30. WITNESSES SAW THE ACFT ON A LEFT DOWNWIND, BUT SAID THE ACFT OVERSHOT THE 1ST TURN TO FINAL APCH. SUBSEQUENTLY, WHILE MANEUVERING TO LAND, THE ACFT CRASHED APRX 2500' NE OF THE RWY IN A WOODED AREA. WITNESSES AGREED THE ACFT WAS SLOW & IN A STEEP RGT TURN WITH THE GEAR EXTD BFR IT CRASHED IN A STEEP DSCNT & BURNED. AN EXAM REVEALED EVIDENCE THE STARTER ON THE RGT ENG HAD BACKED OFF; 3 STARTER BOLTS HAD FRACTURED THRU THE THREADED AREA WITH SIGNS OF FATIGUE CRACKING; WEAR MARKS ON THE STARTER GEAR & ENG GEAR RING INDCD THE STARTER MOTOR HAD SHIFTED APRX 3/4" REARWARD. ALSO, THERE WAS EVIDENCE THE TORSIONAL DAMPER WAS LOOSE ON ITS SHAFT BFR THE ACDNT & THAT BOTH PROPS WERE OPERG AT LOW PITCH DRG INITIAL IMPACT.

Brief of Accident (Continued)

File No. - 2224

7/14/88

TAUNTON, MA

A/C Reg. No. N825DW

Time (Lc1) - 1929 EDT

Occurrence #1      LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE

Finding(s)

1. 1 ENGINE -
2. ENGINE ACCESSORIES - FATIGUE
3. ENGINE ACCESSORIES, ENGINE STARTER - LOOSE
4. LUBRICATING SYSTEM, OIL SEAL - LOSS, PARTIAL
5. FLUID, OIL - LEAK

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

6. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
7. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
8. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
9. AIRCRAFT CONTROL - NOT MAINTAINED - 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) 8,9

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2285

9/17/88

ADAMS, MA

A/C Reg. No. N6586J

Time (Lcl) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
2	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - MANEUVERING

Fire Crew  
NONE Pass

-----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 - IMC  
Wind Dir/Speed- 160/020 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WESTERLY, RI  
Destination  
BENNINGTON, VT

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 28

Biennial Flight Review

Current - YES  
Months Since - 2  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	68	Last 24 Hrs -	2
Make/Model-	55		Last 30 Days-	6
Instrument-	1		Last 90 Days-	22

Instrument Rating(s) - NONE

-----Narrative-----

DRG VFR FLT, N6586J ENCTRD WX, BGN CIRCLING HAY FLD FOR EMERG LNDG & MADE DISTRESS CALL ON EMERG FREQ 121.5 MHZ. N6586J WAS TOO LOW TO CTC ATC FACILITIES, BUT MONARCH FLT 58 (BOEING 757) HEARD THE PLT CALL & OFFERED TO HELP. ALBANY APCH CTL RESPONDED ON SAME FREQ (121.5) & FLT 58 RELAYED INFO TO & FM N6586J. ALBANY CTLR PROVIDED INFO OF 3700' MTN PEAK IN VCNTY, BUT PLT OF FLT 58 DIDN'T RELAY TRRN ELEV TO N6586J, NOR DID THE CTLR NOTE THE ERROR. BOSTON ARTCC ESTAB RADAR CTC WITH N6586J & BGN RELAYING VECTORS, BUT CTLR THOUGHT PLT WAS PROVIDING HIS OWN TRRN SEPN, BECAUSE HE WAS VFR. THUS, THE CTLR ISSUED VECTOR BELOW MIN VECTORING ALT (MVA), WHICH WAS 4000' OR ABV. PLT ENCTRD IMC & RPRTD DSCNDG TO 2500' TO "TRY TO GET OUT OF THE CLOUDS." SUBSEQUENTLY, ACFT CRASHED ON MT FITCH. ATC HANDBOOK ALLOWED VECTORING OF VFR ACFT BELOW MVA WITH NO WARNING OF TRRN. ATC CTLRS DID NOT ADHERE TO EMERG PROCEDURES IN HANDBOOK. THE INVOLVED SUPVRS TOOK NO ACTION TO CORRECT THE SITUATION. INVOLVED CTLRS LACKED TRNG IN HANDLING EMERGENCIES CONCERNING VFR PLTS THAT ENCTR WX BELOW MVA.

Brief of Accident (Continued)

File No. - 2285

9/17/88

ADAMS,MA

A/C Reg. No. N6586J

Time (Lc1) - 1900 EDT

Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation       CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation       MANEUVERING

Finding(s)

6. FLIGHT ADVISORIES - INADEQUATE - PILOT OF OTHER AIRCRAFT
7. MONITORING - INADEQUATE - ATC PERSONNEL(DEP/APCH)
8. ARTCC SERVICE - INADEQUATE - ATC PERSONNEL(ARTCC)
9. INSTRUCTIONS,WRITTEN/VERBAL - INADEQUATE - ATC PERSONNEL(ARTCC)
10. PROCEDURE INADEQUATE -
11. SAFETY ADVISORY - NOT ISSUED - ATC PERSONNEL(ARTCC)
12. INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - FAA(ORGANIZATION)
13. SUPERVISION - INADEQUATE - ATC PERSONNEL(SUPERVISOR)
14. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,8,9,10,13

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,11,12,14

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2399      10/09/88      METHUEN, MA      A/C Reg. No. N2737H      Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - SCHWEIZER 1-35C  
Landing Gear      - SKI/WHEEL  
Max Gross Wt      - 685  
No. of Seats      - 1

Eng Make/Model      - N/A  
Number Engines      - N/A  
Engine Type      - N/A  
Rated Power      - N/A

ELT Installed/Activated      - NO -N/A  
Stall Warning System      - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Itinerary

Last Departure Point  
SALEM, MA  
Destination  
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Basic Weather

VMC  
Wind Dir/Speed- 320/010 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      - PRECAUTIONARY LANDING

Airport Data

NEW ENGLAND GLIDERPORT  
Runway Ident      - 32  
Runway Lth/Wid      - 1800-N/A  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND  
GLIDER

Age - 53

Biennial Flight Review

Current      - YES  
Months Since      - 2  
Aircraft Type      - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 262	Last 24 Hrs	- 0
Make/Model-	43	Last 30 Days-	5
Instrument-	4	Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE FAILED TO CONNECT HIS AILERONS WHEN HE ASSEMBLED THE GLIDER. HE DID NOT MAKE A FLIGHT CONTROL CHECK AND ACCEPTED AN AERO TOW TO GET AIRBORNE. AFTER AIRBORNE, HE DISCOVERED THE MISTAKE AND STAYED ATTACHED UNTIL 1500 FEET AT WHICH TIME HE RELEASED. HE SAID TURBULENCE CAUSED THE GLIDER TO ENTER A SPIRAL AND WHEN HE RECOVERED, HE WAS TOO LOW TO MAKE A FIELD. HE SAID HE STRUCK A TREE ON APPROACH AND FLIPPED OVER.



Brief of Accident (Continued)

File No. - 2399

10/09/88

METHUEN,MA

A/C Reg. No. N2737H

Time (Lcl) - 1230 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - NOT INSTALLED
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

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. - 2335      12/11/88      OXFORD, MA      A/C Reg. No. N9233S      Time (Lcl) - 1130 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	1

-----Aircraft Information-----

Make/Model - BEECH 24R	Eng Make/Model - LYCOMING IO-360-A1B6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	NEW BEDFORD, MA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	OXFORD, MA	OXFORD
Wind Dir/Speed- 300/015 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2047/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - DRY
Obstructions to Vision- NONE	FULL STOP	SNOW - COMPACTED
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 990
SE LAND	Months Since - 13	Make/Model- 574
	Aircraft Type - B-24R	Instrument- 214
		Multi-Eng - 1
		Last 24 Hrs - UNK/NR
		Last 30 Days- 7
		Last 90 Days- 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED TO MAKE A LONG LANDING WITH A QUARTERING TAILWIND OF 15 KNOTS. THE AIRCRAFT WAS UNABLE TO STOP ON THE 2047 FOOT RUNWAY, RAN OFF THE DEPARTURE END, ACROSS A ROAD AND INTO AN AREA OF BRUSH. THE TOUCHDOWN POINT WAS ESTIMATED BY WITNESS AS 1/2 TO 2/3 OF THE WAY DOWN THE RUNWAY.

Brief of Accident (Continued)

File No. - 2335

12/11/88

OXFORD, MA

A/C Reg. No. N9233S

Time (Lcl) - 1130 EST

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Occurrence #1

OVERRUN

Phase of Operation

LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
  3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2202      6/26/88      SALISBURY, MD      A/C Reg. No. N9040U      Time (Lcl) - 1645 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-UNITED AIRLINES	NONE					
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-DESCENT			0	0	0	5
				0	1	0	101

-----Aircraft Information-----

Make/Model	- BOEING 737	Eng Make/Model	- P&W JT8D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 116000	Engine Type	- TURBOFAN		
No. of Seats	- 111	Rated Power	- 15500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	ORLANDO, FL	
Completeness	Destination	Airport Data
Basic Weather	WASHINGTON, DC	Runway Ident
Wind Dir/Speed		- N/A
Visibility	ATC/Airspace	Runway Lth/Wid
- 7.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- IFR	Runway Surface
- UNK/NR	Type of Clearance	- N/A
Lowest Ceiling	- IFR	Runway Status
- 5000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- UNK/NR	
- NONE		
Precipitation		
- RAIN		
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current	- YES	Total
SE LAND, ME LAND	Months Since	- 2	- 17200
HELICOPTER	Aircraft Type	- B-737	Make/Model
			- 1500
			Instrument
			- UNK/NR
			Multi-Eng
			- 14500
			Last 24 Hrs
			- 3
			Last 30 Days
			- 75
			Last 90 Days
			- 179
			Rotorcraft
			- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE THE FLT, THE CREW RECEIVED A SEVERE WX WARNING CONCERNING WX ALONG THE ROUTE OF FLT. THE CAPTAIN INFORMED THE FLIGHT ATTENDANTS TO BE PREPARED TO HAVE PASSENGER SERVICE COMPLETED EARLY AND TO BE SEATED BEFORE THE DESCENT. BEFORE ENCOUNTERING TURBULENCE, THE CAPTAIN TURNED ON THE SEAT BELT SIGN AND MADE AN ANNOUNCEMENT THAT THE PASSENGERS SHOULD BE SEATED WITH THEIR BELTS FASTENED. THIS WAS FOLLOWED BY A SIMILAR ANNOUNCEMENT FROM THE FLIGHT ATTENDANTS. A FEMALE PASSENGER AND HER 4 YR OLD DAUGHTER LEFT THEIR SEATS SO THE CHILD COULD USE THE LAVATORY AT THE REAR OF THE AIRPLANE. WHILE THEY WERE RETURNING TO THEIR SEATS, THE AIRPLANE ENCOUNTERED TURBULENCE, AND SUBSEQUENTLY, THE FEMALE PASSENGER SUFFERED A FRACTURED LEG.

Brief of Accident (Continued)

File No. - 2202

6/26/88

SALISBURY, MD

A/C Reg. No. N9040U

Time (Lcl) - 1645 EDT

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Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
  2. WEATHER CONDITION - TURBULENCE IN CLOUDS
- 

Occurrence #2            MISCELLANEOUS/OTHER  
Phase of Operation      DESCENT - NORMAL

Finding(s)

3. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PASSENGER
  4. SEAT BELT - NOT USED - PASSENGER
- 

-----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. - 2245      10/21/88      FREDERICK, MD      A/C Reg. No. N8291Z      Time (Lcl) - 1753 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage

DESTROYED

Fire      Crew  
ON GROUND      Pass

Fatal

1  
0

Injuries

Serious

0  
0

Minor

0  
0

None

0  
0

-----Aircraft Information-----

Make/Model      - PIPER PA-28RT-201  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2900  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-360-C1C6  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL

Basic Weather      - IMC  
Wind Dir/Speed- 010/006 KTS  
Visibility      - UNK/NR

Lowest Sky/Clouds      - UNK/NR

Lowest Ceiling      - UNK/NR

Obstructions to Vision- FOG

Precipitation      - RAIN

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LOUISVILLE, KY

Destination  
FREDERICK, MD

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance      - IFR

Type Apch/Lndg      - ILS-COMPLETE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FREDERICK

Runway Ident      - 23

Runway Lth/Wid      - 5220/ 100

Runway Surface      - N/A

Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 36

Biennial Flight Review

Current      - YES

Months Since      - 9

Aircraft Type - PA-28RT

Medical Certificate - EXPIRED

Flight Time (Hours)

Total      - 348

Make/Model- 348

Instrument- 59

Multi-Eng - 0

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 19

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARR, DULLES APCH CTL (IAD) CLRD FLT TO FREDERICK TVOR (FDK) AT 4000' & TRMTD RADAR CTL WITH HANDOFF TO BALTIMORE APCH CTL (BWI). FLT WAS CLRD FOR ILS RWY 23 APCH & TOLD TO RPRT IBND ON APCH. PROC FOR APCH WAS TO FLY OBND ON FDK 048 DEG RADIAL TO RICKE INT/OM, MAKE PROC TURN (MIN ALT 2300'), RTRN TO OM ON ILS COURSE (HDG 229 DEG, MIN ALT 1600') & INTERCEPT GLIDE PATH. HOWEVER, FLT DEPD FDK ON NORTHERLY & SOMEWHAT ERRATIC COURSE. BWI DID NOT HAVE POSITIVE RADAR CTC (RCVD ONLY 2 RTRNS DRG ARR & NO RTRNS BLO 3800'). ABEAM RICKE INT/OM, ACFT MNVRD (AS IF IN A PROC TURN). AS IT WAS TURNING BACK TWD FDK, PLT RPRTD "PROC TURN IBND, RWY 23" & WAS CLRD TO ADZY FREQ (NO FURTHER RDO CTC WITH ACFT). ACFT THEN TURNED WEST. AFTER MNVRG ABT 8 MIN, IT HIT MTS ABT 7 MI NW OF ARPT (ELEV 1700') ON HDG TWD FDK. IAD HAD RADAR CTC & MIN SAFE ALT WARNING (MSAW) OCCURRED BFR ACDNT. IAD CTLR DIDN'T TRY ALERTING BWI OR PLT, BUT MSAW WAS AFTER PLT WAS CLRD TO ADZY FREQ. CANCELED NOTAM STILL ISSUED AS ACTIVE, BUT FDK WAS PLT'S HOME BASE.

Brief of Accident (Continued)

File No. - 2245

10/21/88

FREDERICK, MD

A/C Reg. No. N8291Z

Time (Lcl) - 1753 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. NOTAMS - INACCURATE - ATC PERSONNEL(FSS)
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - RAIN
5. APPROACH CHARTS - INACCURATE
6. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
7. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
8. RADAR, APPROACH/DEPARTURE - INADEQUATE
9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
10. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,10

Factor(s) relating to this accident is/are finding(s) 2,3,4,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2210      2/01/88      BANGOR, ME      A/C Reg. No. N4175G      Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-NORTHEAST AEROMOTIVE	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 402B	Eng Make/Model	- CONTINENTAL TSIO-520-E	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 325 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PORTLAND, ME	BANGER INTL
Wind Dir/Speed - 180/006 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 11439/ 300
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 6500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision - FOG		
Precipitation - RAIN		
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)
ATP	Current - YES	Total - 18163
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - 690	Make/Model - 200
		Instrument - 2519
		Multi-Eng - 15093
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CREW RPTD THAT DRG TAKEOFF, A POWER SURGE OCCURRED AFTER THE ACFT HAD CLIMBED ABOUT 400 TO 500 FT. THE COPLT SAW WHAT HE LATER SAID WAS A RIGHT FUEL FLOW FLUCTUATION & TOLD THE PLT (PIC) THAT THE RIGHT ENG WAS LOSING POWER. THE PIC TOLD THE COPLT TO SECURE THE ENG. ANTICIPATING NO SERIOUS PROBLEM, THE PIC INTENDED TO REMAIN IN THE PATTERN & MAKE A SINGLE ENG LANDING. HOWEVER, HE WAS UNABLE TO MAINT SPEED WITHOUT DSCNDG & WAS FORCED TO LAND. SUBSEQUENTLY, THE ACFT WENT THRU A FENCE, CROSSED A RAILROAD TRACK & STOPPED ON A ROAD. DRG AN OPNL CHECK OF THE ENGS, THE RIGHT ENG STARTED & RAN NORMALLY. HOWEVER, THE LEFT ENG WAS DIFFICULT TO START & WOULD NOT RUN ABOVE 1000 RPM UNTIL ANOTHER FUEL METERING VALVE WAS INSTALLED. A TEARDOWN OF THE FAULTY METERING VALVE REVEALED CONTAMINATION FROM AN UNKNOWN SOURCE. ALSO, THE LEFT FUEL PUMP DISCHARGE PRESSURE WAS FOUND TO BE 62 PSI. AN ADJUSTMENT OF THE ALTITUDE ANEROID CONTROL RETURNED THE PUMP DISCHARGE PRESSURE TO WITHIN THE MAX LIMIT OF 32.5 PSI.



Brief of Accident (Continued)

File No. - 2210

2/01/88

BANGOR, ME

A/C Reg. No. N4175G

Time (Lcl) - 1430 EST

Occurrence #1      LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. 1 ENGINE -
2. FUEL SYSTEM - CONTAMINATION
3. FUEL SYSTEM,PUMP - PRESSURE EXCESSIVE
4. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
5. FLUID,FUEL - STARVATION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

6. MONITORING - IMPROPER - COPILOT/SECOND PILOT
7. SUPERVISION - INADEQUATE - PILOT IN COMMAND
8. CREW/GROUP COORDINATION - INADEQUATE -
9. WRONG ENGINE SHUTDOWN

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

10. OBJECT - FENCE

Occurrence #4      ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING

Finding(s)

11. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,9

Factor(s) relating to this accident is/are finding(s) 2,4,5,8,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2315      8/14/88      ISLAND FALLS, ME      A/C Reg. No. N1183M      Time (Lc1) - 2105 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	1	0	0	0	
Accident Occurred During	-MANEUVERING	NONE		Pass	0	1	0	0	

-----Aircraft Information-----

Make/Model	- CESSNA 172K	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	SAINT LEONARD, CD	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- IMC	BANGOR, ME	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 2.000 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- PART OBS	Type of Clearance	- N/A
Lowest Ceiling	- 2500 FT OVERCAST	Type Apch/Lndg	- N/A
Obstructions to Vision	- FOG		
Precipitation	- RAIN		
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 48
SE LAND	Months Since - 3	Make/Model	- 24
	Aircraft Type - C-172	Instrument	- 2
		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 NON-INSTRUMENT RATED PRIVATE PILOT FLEW INTO IMC CONDITIONS AND COLLIDED WITH WOODED TERRAIN DURING A PLEASURE FLIGHT. POST ACCIDENT EXAMINATION FAILED TO REVEAL ANY PREIMPACT MECHANICAL FAILURES/MALFUNCTIONS. THE PILOT HAD CONTACTED THE BANGOR AFSS WHILE EN ROUTE AND STATED HE WAS HAVING TROUBLE MAINTAIN VFR FLIGHT. THE AFSS COULD NOT ESTABLISH A DF STEER ON THE AIRPLANE AND THE PILOT WAS ADVISED TO CONTACT BOSTON CENTER. CENTER DID ESTABLISH RADAR CONTACT. VECTORS AND MINIMUM SAFE ALTITUDES WERE ISSUED FOR A ROUTE TO HOULTON. WHILE EN ROUTE TO HOULTON, THE PILOT REPORTED THAT HE WAS DISORIENTED AND SHORTLY THEREAFTER, THE AIRPLANE DISAPPEARED OFF RADAR.

Brief of Accident (Continued)

File No. - 2315

8/14/88

ISLAND FALLS, ME

A/C Reg. No. N1183M

Time (Lc1) - 2105 EDT

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Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation MANEUVERING

1. WEATHER CONDITION - LOW CEILING

2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

3. 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) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2397      5/25/88      PONTIAC, MI      A/C Reg. No. N889HC      Time (Lcl) - 1507 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

1

Crew

0

Pass

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - CHAPPEL RATSREPUS 300  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2000  
No. of Seats      - 1

Eng Make/Model      - LYCOMING IO-540-K1A5  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 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- 360/015 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 15000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PONTIAC, MI  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

OAKLAND/PONTIAC  
Runway Ident      - 09L  
Runway Lth/Wid      - 3251/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 48  
Biennial Flight Review  
Current      - YES  
Months Since      - 17  
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 2810  
Last 24 Hrs - UNK/NR  
Make/Model- 4  
Last 30 Days- UNK/NR  
Instrument- 92  
Last 90 Days- UNK/NR  
Multi-Eng - 1560  
Rotorcraft      - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS TESTING THIS EXPERIMENTAL ACROBATIC AIRCRAFT, MAKING A SECOND LOW PASS OVER THE RUNWAY WHEN A PORTION OF THE LEFT WING SEPARATED FROM THE AIRCRAFT, FOLLOWED BY LOSS OF THE LEFT AILERON, 1 1/2 ROLLS TO THE LEFT AND GROUND IMPACT. THE AIRFRAME TOTAL TIME WAS 4 HOURS. ON-SCENE INSPECTION REVEALED NO MASS BALANCE IN THE AILERONS. WITNESSES ESTIMATE SPEEDS AT OR ABOVE 150 MPH. A DESIGNATED ENGINEERING REPRESENTATIVE IN THE AREA OF FLUTTER AND VIBRATION STATED HE HAD RECOMMENDED THAT THE AIRSPEED BE LIMITED TO A MAXIMUM SPEED OF APPROXIMATELY 135 MPH UNTIL GROUND VIBRATION TESTS WERE CONDUCTED.

Brief of Accident (Continued)

File No. - 2397

5/25/88

PONTIAC,MI

A/C Reg. No. N889HC

Time (Lcl) - 1507 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation MANEUVERING

Finding(s)

1. WING,SKIN - SEPARATION
2. LOW PASS - INTENTIONAL - PILOT IN COMMAND
3. ACFT/EQUIP, INADEQUATE AIRFRAME - PRODUCTION/DESIGN PERSONNEL
4. DESIGN STRESS LIMITS OF AIRCRAFT - MISJUDGED - PILOT IN COMMAND
5. FLIGHT CONTROL,AILERON - SEPARATION
6. AIRCRAFT CONTROL - NOT POSSIBLE - 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) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2231      7/10/88      HOLLAND, MI      A/C Reg. No. N80943      Time (Lcl) - 1312 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	1	0	0
Pass		0	2	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-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC

Wind Dir/Speed- 210/019 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - 6000 FT SCATTERED  
Lowest Ceiling - 15000 FT OVERCAST  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FREMONT, MI  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
GO AROUND

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PARK TOWNSHIP  
Runway Ident - 23  
Runway Lth/Wid - 3075/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 37  
Biennial Flight Review  
Current - YES  
Months Since - 19  
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 233  
Make/Model- 75  
Instrument- 26  
Last 24 Hrs - 2  
Last 30 Days- 8  
Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

THE 2 FNT SEAT OCCUPANTS WERE PLTS & WERE TAKING TURNS AT FLYING THE ACFT ON ALTN LEGS OF THE FLT. AFTER REFUELING, THEY DEPD FREMONT WITH THE CO-OWNER OF THE ACFT IN THE RGT FNT SEAT, THE OTR PLT (PIC) IN THE LEFT FNT SEAT & 2 PAX IN THE REAR SEATS. WHEN THEY ARRIVED AT HOLLAND, THE AIR WAS TURBULENT. DRG THE LNDG, THE ACFT BOUNCED & BALLOONED. THE PIC INITIATED A GO-AROUND, BUT GUSTS OF WIND BLEW THE ACFT TO THE RGT. ACCORDING TO THE CO-OWNER, THE AIRSPEED WAS NOT INCREASING AFTER LIFT-OFF & THE STALL WARNING HORN WAS SOUNDING. SUBSEQUENTLY, THE ACFT STRUCK A TREE, THEN CRASHED IN A RESIDENTIAL AREA, HITTING A HOUSE BEFORE COMING TO REST IN THE BACKYARD. PHYSICAL EVIDENCE INDCD THE FLAPS WERE EXTENDED 10 TO 20 DEGS WHEN THE ACFT CRASHED. THE ACFT WT WAS ESTIMATED TO BE SLIGHTLY LESS THAN THE MAX LIMIT OF 2300 LBS WHEN IT CRASHED. APRX 27 MI NORTHWEST, AT MUSKEGON, MI, THE 1350 EDT WIND WAS FROM 210 DEG AT 19 GUSTING 28 KTS.

Brief of Accident (Continued)

File No. - 2231

7/10/88

HOLLAND,MI

A/C Reg. No. N80943

Time (Lc1) - 1312 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - ABORTED

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - TURBULENCE
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
6. GO-AROUND - DELAYED - PILOT IN COMMAND
7. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - ABORTED

Finding(s)

9. OBJECT - TREE(S)
10. OBJECT - RESIDENCE

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

11. TERRAIN CONDITION - RESIDENTIAL AREA

-----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) 1,2,3,4,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2253      8/03/88      FLUSHING, MI      A/C Reg. No. N2956Z      Time (Lcl) - 1015 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -TAKEOFF	Crew	0	1	0	0
	Pass				

-----Aircraft Information-----

Make/Model - BELLANCA 7ECA	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	DALTONS
Wind Dir/Speed- 230/008 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

<b>Pilot-In-Command</b>	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 8311
SE LAND,ME LAND,SE SEA	Months Since - 4	Make/Model- 7
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 507
		Multi-Eng - 906
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 6
		Rotorcraft - 1148

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

SHORTLY AFTER TAKEOFF, AS THE AIRPLANE WAS CLIMBING THRU ABOUT 100 TO 200 FT ABOVE THE GROUND, IT WAS OBSERVED TO PITCH UP, THEN BANK RIGHT & NOSED DOWN IN WHAT WAS ESTIMATED TO BE A 3/4 TURN SPIN BEFORE IMPACTING THE GROUND. NO PREIMPACT MALFUNCTION OR FAILURE OF THE AIRCRAFT STRUCTURE OR ENGINE WAS FOUND. A PATHOLOGICAL EXAM OF THE PILOT REVEALED EXTENSIVE CHEST INJURIES AND AN ACUTE OCCLUSION OF THE LEFT ANTERIOR DESCENDING CORONARY ARTERY. THE CORONER BELIEVED THE PILOT SUFFERED A CORONARY SEIZURE.



Brief of Accident (Continued)

File No. - 2253

8/03/88

FLUSHING,MI

A/C Reg. No. N2956Z

Time (Lc1) - 1015 EDT

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Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. PULL-UP - ABRUPT - PILOT IN COMMAND
  2.        INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND
  3. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL/SPIN - ENCOUNTERED -
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2299      8/05/88      DOWAGIAC, MI      A/C Reg. No. N2838B      Time (Lc1) - 1914 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- BELL 47J	Eng Make/Model	- LYCOMING VO-435	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 2850	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 4	Rated Power	- 250 HP			

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing      - NO RECORD OF BRIEFING</p> <p>Method            - N/A</p> <p>Completeness    - N/A</p> <p>Basic Weather    - VMC</p> <p>Wind Dir/Speed- 240/004 KTS</p> <p>Visibility        - 4.000 SM</p> <p>Lowest Sky/Clouds - 2000 FT SCATTERED</p> <p>Lowest Ceiling    - 10000 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation     - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance    - NONE</p> <p>Type Apch/Lndg       - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident        - N/A</p> <p>Runway Lth/Wid     - N/A</p> <p>Runway Surface      - N/A</p> <p>Runway Status       - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current            - UNK/NR</p> <p style="padding-left: 20px;">Months Since      - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type      - UNK/NR</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total              - 740</p> <p style="padding-left: 20px;">Make/Model-        0</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p>	<p>Last 24 Hrs - 1</p> <p>Last 30 Days- 10</p> <p>Last 90 Days- 20</p> <p>Rotorcraft - 13</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT WITH AN AIRPLANE SINGLE ENGINE LAND RATING WAS REPORTED TO BE ON HIS FIRST SELF-FAMILIARIZATION FLIGHT IN THIS MAKE & MODEL OF HELICOPTER. HE REPORTED THAT AFTER TAKING OFF, HE FLEW ABOUT 1/2 MILE & STARTED A TURN, THEN THE ENGINE BEGAN LOSING POWER. SUBSEQUENTLY, THE HELICOPTER SETTLED INTO TREES AND WAS DAMAGED. THERE WERE INDICATIONS THAT THE ENGINE WAS STILL PROVIDING POWER AS THE MAIN ROTOR BLADES CONTACTED SMALL TREES DURING THE LANDING. AN INVESTIGATION REVEALED THE LAST ANNUAL INSPECTION WAS DATED 8/22/85. RAT NEST MATERIAL WAS FOUND IN THE AIR FILTER IN SUFFICIENT QUANTITY TO ALMOST COMPLETELY BLOCK THE FLOW OF AIR. ALSO, THE PILOT'S LAST MEDICAL CERTIFICATE WAS DATED 1/2/86. AUTO FUEL WAS FOUND IN THE FUEL TANKS & CARBURETOR.

Brief of Accident (Continued)

File No. - 2299

8/05/88

DOWAGIAC, MI

A/C Reg. No. N2838B

Time (Lcl) - 1914 EDT

Occurrence #1      LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
3. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED -
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. INDUCTION AIR CONTROL, AIR FILTER/SCREEN - BLOCKED(PARTIAL)
6. FLUID, FUEL GRADE - INCORRECT

Occurrence #2      FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. POWER ON LANDING

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

8. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2252      3/30/88      ONAMIA,MN      A/C Reg. No. N2766T      Time (Lcl) - 1950 CST

-----Basic Information-----

Type Operating Certificate-COMMUTER

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

2

Crew

0

Pass

Serious

0

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model      - BEECH 35-C33A  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3300  
No. of Seats      - 5

Eng Make/Model - CONTINENTAL IO-520-B  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- UNK/NR  
Visibility      - 1.500 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision- FOG  
Precipitation      - SNOW  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
BEMIDJI,MN  
Destination  
MINNEAPOLIS,MN

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 26

Biennial Flight Review

Current      - YES  
Months Since      - 5  
Aircraft Type      - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 124	Last 24 Hrs	- UNK/NR
Make/Model-	2	Last 30 Days-	6
Instrument-	4	Last 90 Days-	10
Multi-Eng -	1		

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS EN ROUTE ON A BUSINESS FLT WHEN A GROUND WITNESS OBSERVED IT FLYING "IN AND OUT OF CLOUDS IN SNOW SHOWERS" SHORTLY BEFORE THE ACCIDENT. LOCAL RESIDENTS HEARD THE ENG AS THE ACFT PASSED LOW OVERHEAD, THEN SAW THE ACFT JUST BEFORE IT CRASHED IN A STEEP NOSE DOWN, LEFT WING LOW ATTITUDE. WITNESSES RPRTD THAT LARGE WET SNOW FLAKES WERE FALLING & THE VISIBILITY WAS ABOUT 1-1/2 MI IN SNOW AND FOG. THE PLT HAD GOTTEN A WEATHER BRIEFING; THE AREA FORECAST INCLUDED FLT PRECAUTIONS FOR TURBULENCE & ICING CONDITIONS ALONG THE ROUTE. THE PRIVATE PLT WAS NOT INSTRUMENT RATED; HE HAD LOGGED 124 HRS OF FLT TIME, OF WHICH 4.2 HRS WERE LOGGED AS INSTRUMENT TIME. HE HAD LOGGED ONLY 2.2 HRS IN COMPLEX ACFT, WHICH INCLUDED THE CHECK-OUT IN THIS ACFT. THE 2ND OCCUPANT IN THE ACFT WAS ALSO A PLT.

Brief of Accident (Continued)

File No. - 2252

3/30/88

ONAMIA,MN

A/C Reg. No. N2766T

Time (Lcl) - 1950 CST

Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - SNOW
6. WEATHER CONDITION - ICING CONDITIONS
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    CRUISE

Finding(s)

8. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9.        SPATIAL DISORIENTATION - PILOT IN COMMAND
10.       LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
11.       LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2391      8/07/88      PIERZ, MN      A/C Reg. No. N3001E      Time (Lcl) - 1711 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL A-65-8F	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PIERZ, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 10000 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 - 78	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 85
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 70
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS REPORTED THAT WHILE FLYING AT A LOW ALTITUDE OVER HIS FARM LAND, THE STUDENT PILOT MADE A SHARPLY BANKED TURN, CONTINUED IN A SHALLOWER TURN, AND THEN ABRUPTLY DESCENDED INTO THE SCRUB TREES AND GROUND. THE 78 YEAR OLD STUDENT PILOT HAD BEEN IN STUDENT STATUS FOR THE PAST 28 YEARS, BUT WAS NOT CURRENTLY TAKING INSTRUCTION.

Brief of Accident (Continued)

File No. - 2391

8/07/88

PIERZ,MN

A/C Reg. No. N3001E

Time (Lcl) - 1711 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
  3.        INADEQUATE TRAINING - 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) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2297      9/09/88      MINNEAPOLIS,MN      A/C Reg. No. N729RW      Time (Lcl) - 1414 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-NORTHWEST AIRLINES	SUBSTANTIAL					
Type of Operation	-SCHEDULED,INTL,PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	6
Accident Occurred During	-TAXI		Other	0	0	0	65
							2

-----Aircraft Information-----

Make/Model	- BOEING 727-200	Eng Make/Model	- P&W JT8D-17R	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 194800	Engine Type	- TURBOFAN		
No. of Seats	- 152	Rated Power	- 18000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- IN PERSON	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	WINNIPEG,CANADA		MINNEAPOLIS/ST.PAUL INTL	
Wind Dir/Speed	- 280/016 KTS			Runway Ident	- UNK/NR
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Type of Clearance	- IFR	Runway Status	- UNK/NR
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
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)	
ATP	Current - YES	Total - 25000	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 2	Make/Model- 3500	Last 30 Days- 25
	Aircraft Type - B-727	Instrument- 2500	Last 90 Days- 82

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER PUSHBACK FROM THE JETWAY, THE AIRPLANE HIT A GROUND HANDLING VEHICLE (TUG) AS THE FLT CREW STARTED TO TAXI FOR TAKEOFF. AN INVESTIGATION REVEALED THAT AFTER PUSHBACK, THE GROUND CREW INFORMED THE FLT CREW (VIA INTERCOM) THAT THE BYPASS PIN WAS REMOVED & THE STEERING WAS CONNECTED. THE GROUND CREWMAN ENDED THE CONVERSTATION BY STATING "YOU GENTLEMEN HAVE A NICE TRIP, SEE YOU ANOTHER DAY." THE INTERCOM WAS DISCONNECTED & THE CAPTAIN STARTED TO TAXI, BEFORE RECEIVING A VISUAL SIGNAL FROM THE GROUND CREW & BEFORE THE TUG WAS REMOVED FROM THE AIRPLANE'S PATH. SUBSEQUENTLY, THE AIRPLANE HIT THE TOP OF THE TUG & DAMAGED THE LOWER RIGHT PART OF THE FORWARD FUSELAGE (BELOW THE COCKPIT WINDOWS).



Brief of Accident (Continued)

File No. - 2297

9/09/88

MINNEAPOLIS,MN

A/C Reg. No. N729RW

Time (Lcl) - 1414 CDT

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Occurrence #1      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAXI - PUSHBACK/TOW

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  2. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
  3. CREW/GROUP COORDINATION - INADEQUATE - GROUND PERSONNEL
  4. OBJECT - VEHICLE
  5. CLEARANCE - NOT MAINTAINED -
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2233      9/25/88      HUTCHINSON, MN      A/C Reg. No. N6151W      Time (Lcl) - 1028 CDT

-----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      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model      - PIPER PA-28  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 050/009 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      - GO AROUND

Airport Proximity  
ON AIRPORT

Airport Data

HUTCHINSON MUNI  
Runway Ident      - 33  
Runway Lth/Wid      - 3206/ 75  
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-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 16      Last 24 Hrs - 1  
Make/Model- 16      Last 30 Days- 10  
Instrument- 1      Last 90 Days- 14  
Multi-Eng - 0      Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS OBSERVED PRACTICING LANDINGS. ONE WITNESS RPRTD THE WIND HAD SHIFTED TO A X-WIND & THE STUDENT HAD CHANGED FROM RWY 15 TO RWY 33. AFTER 2 UNREMARKABLE TOUCH-&-GO LANDINGS, HE APCHD FOR ANOTHER LANDING. A PLT WITNESS RPRTD THE ACFT BALLOONED DRG THE FLARE & SUBSEQUENTLY BOUNCED AFTER TOUCHING DOWN LONG. THE STUDENT APPLIED POWER FOR A GO-AROUND, BUT AFTER LIFT-OFF, THE ACFT CONTD IN AN ARC TO THE LEFT. THE LEFT WING STRUCK A TREE APRX 200' LEFT OF THE RWY, THEN THE ACFT DSCNDD IN A LEFT WING LOW ATTITUDE & CRASHED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DRG THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 2233

9/25/88

HUTCHINSON, MN

A/C Reg. No. N6151W

Time (Lc1) - 1028 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - ABORTED

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. FLARE - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - ABORTED

Finding(s)

8. OBJECT - TREE(S)

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1;2,3,4,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2309      1/18/88      HAZELWOOD, MO      A/C Reg. No. N200RS      Time (Lcl) - 1903 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries	
Type of Operation -EXECUTIVE/CORPORATE	Fire	1	Serious	Minor
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	0
Accident Occurred During -APPROACH		0	3	0
				0

-----Aircraft Information-----

Make/Model - PIPER PA-31T-620	Eng Make/Model - P&W PT-6A-28	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - TURBOPROP	
No. of Seats - 8	Rated Power - 680 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ALEXANDER CITY, AL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	QUINCY, IL	LAMBERT-ST. LOUIS
Wind Dir/Speed- 100/013 KTS	ATC/Airspace	Runway Ident - 12
Visibility - .380 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9003/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - UNK/NR	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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - UNK/NR	Total - 14000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 400
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PAX SAID THAT THE APPROACH APPEARED NORMAL UNTIL THE PILOT TURNED ON THE LDG LIGHTS WHILE IN THE OVERCAST. SECONDS AFTER, THE ACFT IMPACTED TREES, CAREENING OUT OF CONTROL, AND SNAPPING POWER LINES; THEN STRIKING A HOUSE ROOF BEFORE COMING TO REST ON THE GROUND. THE AIRPLANE BEGAN TO BURN AS IT WENT THROUGH THE POWER LINES. THE WEATHER AT THE TIME WAS AT OR ABOVE IFR LANDING MINIMUMS. THE FLIGHT HAD BEEN IN A HOLDING PATTERN FOR FORTY FIVE MINUTES PRIOR TO COMMENCING THE APPROACH. ALL OF THE AIRCRAFT'S SYSTEMS AND POWERPLANTS, AS WELL AS THE FAA APPROACH FACILITIES, WERE DETERMINED TO BE IN WORKING ORDER.

Brief of Accident (Continued)

File No. - 2309

1/18/88

HAZELWOOD,MO

A/C Reg. No. N200RS

Time (Lcl) - 1903 CST

Occurrence #1      UNDERSHOOT  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - OBSCURATION
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
5. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. DECISION HEIGHT - NOT IDENTIFIED - PILOT IN COMMAND
7.      VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

8. OBJECT - TREE(S)
9. OBJECT - WIRE,TRANSMISSION
10. OBJECT - RESIDENCE

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2239      8/28/88      PAINTON,MO      A/C Reg. No. N1404K      Time (Lcl) - 1435 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - APPROACH

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1200  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-65  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 65 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Wind Dir/Speed- 300/010 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling - 2500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DEXTER,MO  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

EAA, CHAPTER 453  
Runway Ident - 30  
Runway Lth/Wid - 3000/ 100  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 32  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - 8A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 310  
Make/Model- 220  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 30  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PILOT WAS MAKING AN APPROACH TO THE AIRPORT, THE AIRCRAFT STRUCK AN UNMARKED POWER LINE. THE POWER LINE WAS LOCATED ABOUT 650 FEET FROM THE APPROACH END OF THE RUNWAY & 46 FEET ABOVE GROUND LEVEL. AFTER HITTING THE POWER LINES, THE AIRCRAFT CRASHED IN A BEAN FIELD AND WAS EXTENSIVELY DAMAGED.

Brief of Accident (Continued)

File No. - 2239

8/28/88

PAINTON, MO

A/C Reg. No. N1404K

Time (Lcl) - 1435 CDT

-----  
Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2           IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. OBJECT - WIRE, TRANSMISSION
  4. VISUAL LOOKOUT - INADEQUATE - 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) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2222      12/22/88      CAPE GIRARDEAU, MO      A/C Reg. No. N119CG      Time (Lcl) - 0435 CST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-AIR EVAC	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	2	Serious	Minor	None
Accident Occurred During	-APPROACH		1	1	0	0	0

-----Aircraft Information-----

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 535 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MARION, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	CAPE GIRARDEAU
Wind Dir/Speed - 130/006 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 1.500 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 6499/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - VISUAL	Runway Status - WET
Obstructions to Vision - FOG		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

-----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 - 3890
SE LAND	Months Since - 5	Make/Model - 160
HELICOPTER	Aircraft Type - 206L-1	Instrument - 149
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days - 19
		Last 90 Days - 52
		Rotorcraft - 3633

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER WAS DISPATCHED AT NIGHT ON AN EMERG MED SVC (EMS) FLT FM A HOSPITAL AT CAPE GIRARDEAU, MO. PURPOSE OF THE FLT WAS TO TRANSPORT A PATIENT FM A HOSPITAL AT MARION, IL, TO CAPE GIRARDEAU. WX AT CAPE GIRARDEAU DETERIORATED AFTER THE ACFT DEPARTED. DRG VFR FLT BACK TO CAPE GIRARDEAU, THE PLT WAS UNABLE TO LND AT THE DESTN HOSPITAL. THE FLT NURSE COMMENTED THEY WOULD HAVE TO "GET DOWN" AS THE PATIENT WAS GETTING WORSE. THE PLT ELECTED TO TRACK TO THE CAPE GIRARDEAU ARPT BY USING THE ILS COURSE TO SEE IF THE ARPT LIGHTING WOULD HELP HIM TO "LET DOWN." HE STATED THAT WHILE TRACKING INBND & HOLDING "ABOUT 300 FEET," HE NOTICED THE HELICOPTER WAS LEFT OF COURSE. BEFORE THE ACNT OCCURRED, HE HAD STARTED TO CORRECT BACK TO COURSE, BUT COULDN'T REMEMBER ANYTHING BYD THAT POINT. ALSO, HE RPRTD HE HAD LEFT THE STROBE LIGHT ON & EXPERIENCED FLICKER VERTIGO. SUBSEQUENTLY, THE HELICOPTER STRUCK A POWER LINE & CRASHED ON LVL TERRAIN IN AN OPEN FIELD. THE FLT NURSE, THERAPIST & PATIENT WERE FATALLY INJURED IN THE ACNT.



Brief of Accident (Continued)

File No. - 2222

12/22/88

CAPE GIRARDEAU, MO

A/C Reg. No. N119CG

Time (Lcl) - 0435 CST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation       APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - FOG
  3. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
  4. ATC CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
  5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  6. PRESSURE INDUCED BY OTHERS -
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       APPROACH

Finding(s)

7. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  8. OBJECT - WIRE, TRANSMISSION
  9. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  10. SPATIAL DISORIENTATION - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation       DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2218      8/19/88      ENNIS, MT      A/C Reg. No. N6132R      Time (Lcl) - 1630 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - LANDING			0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA T210F	Eng Make/Model - CONTINENTAL TS10-520-C	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 - 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	FRESNO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BIG SKY
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 18
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5200/ 125
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4000
SE LAND, ME LAND	Months Since - 4	Make/Model- 2500
	Aircraft Type - C-210	Instrument- 1000
		Multi-Eng - 1000
		Last 24 Hrs - 5
		Last 30 Days- 5
		Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A LANDING ROLLOUT, THE LEFT MAIN GEAR STRUT FAILED & SEPARATED FROM THE ACFT. THE PLT SAID HE HELD THE ACFT STRAIGHT FOR ABOUT 600 FT, THEN IT VEERED TO THE LEFT & WENT OFF THE RWY. SUBSEQUENTLY, THE LEFT WING & LEFT HORIZONTAL STABILIZER WERE DAMAGED. METALLURGICAL EXAM OF THE STRUT REVEALED THE STRUT HAD FAILED IN AN AREA THAT HAD BEEN REPAIRED AFTER PREVIOUS DAMAGE. THE PREVIOUS DAMAGE HAD THE APPEARANCE OF BEING CAUSED BY ELECTRICAL ARCING. THE STRUT SURFACE HAD BEEN REWORKED & REPAINTED. CRACKS WERE FOUND WITH ORIGINS IN THE BRITTLE, REHARDENED AREA OF THE STRUT. NO ENTRY WAS FOUND IN THE ACFT LOGBOOK OR MAINTENANCE RECORDS CONCERNING SUCH REPAIR OF THE LANDING GEAR STRUT.

Brief of Accident (Continued)

File No. - 2218

8/19/88

ENNIS,MT

A/C Reg. No. N6132R

Time (Lc1) - 1630 MDT

-----  
Occurrence #1        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR,MAIN GEAR STRUT - PREVIOUS DAMAGE
  2. MAINTENANCE - IMPROPER -
  3. MAINTENANCE,RECORDKEEPING - POOR -
  4. LANDING GEAR,MAIN GEAR STRUT - FATIGUE
- 

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE -
  6. GROUND LOOP/SWERVE - UNCONTROLLED -
- 

Occurrence #3        ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation    LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2277      12/24/88      MT AIRY, NC      A/C Reg. No. N210RW      Time (Lcl) - 1815 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 210B  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3000  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL IO-470-S  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 260 HP

ELT Installed/Activated - YES-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- 230/008 KTS  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
WINSTON-SALEM, NC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MT AIRY-SURRY COUNTY  
Runway Ident      - N/A  
Runway Lth/Wid      - 3500/ 75  
Runway Surface      - ASPHALT  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 55  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 700  
Last 24 Hrs - UNK/NR  
Make/Model- UNK/NR  
Last 30 Days- UNK/NR  
Instrument- 60  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HIT TREES & CRASHED NEAR THE CREST OF A RIDGE APRX 1.5 MI EAST OF MT AIRY-SURRY COUNTY ARPT WHILE PROCEEDING SE AT AN ELEV OF 1550' MSL. THE ARPT ELEV WAS 1241 FT. AREA RESIDENTS RPRTD THAT LOW CEILINGS & FOG PREVAILED AT THE TIME. EARLIER THAT DAY, THE NON-INSTRUMENT RATED PLT ATMTD TO LND AT MT AIRY, BUT DIVERTED TO WINSTON-SALEM (APRX 25 MI SE), DUE TO WX. BEFORE DEPG WINSTON-SALEM ON THE ACDNT FLT, HE OBTAINED A WX BRIEFING & WAS ADZD OF A COLD FRONT IN THE AREA. A LINEMAN AT WINSTON-SALEM RPRTD THE PAX WAS ANXIOUS TO GET TO MT AIRY; A RELATIVE OF THE PAX SAID THE PLT & PAX WERE ON THEIR WAY TO MT AIRY FOR THE CHRISTMAS HOLIDAYS, BUT HAD NO REASON TO BE IN A HURRY.

Brief of Accident (Continued)

File No. - 2277

12/24/88

MT AIRY, NC

A/C Reg. No. N210RW

Time (Lcl) - 1815 EST

Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation       APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6.     SELF-INDUCED PRESSURE - PILOT IN COMMAND
7.     LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       APPROACH

Finding(s)

8. OBJECT - TREE(S)
9.     ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation       DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2208      7/09/88      PLYMOUTH,NH      A/C Reg. No. N32126      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	2

-----Aircraft Information-----

Make/Model      - WACO UPF-7  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2650  
No. of Seats      - 2

Eng Make/Model - CONTINENTAL W-670  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 220 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 8.0      SM  
Lowest Sky/Clouds      - 25000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PLYMOUTH,NH  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND,ME LAND,SE SEA

Age - 45

Biennial Flight Review

Current      - YES  
Months Since      - 13  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6000	Last 24 Hrs	- 4
Make/Model-	100	Last 30 Days-	UNK/NR
Instrument-	700	Last 90 Days-	15
Multi-Eng	- 5000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE ENG LOST POWER DURING TAKEOFF AS THE ACFT WAS CLIMBING THRU ABOUT 200 TO 250 FT AGL. UNABLE TO RESTORE POWER, HE TURNED TO LAND IN A CORN FIELD, BUT WAS UNABLE TO REACH IT. HE THEN SELECTED A SMALLER FIELD, BUT DURING THE LANDING, THE ACFT SLID INTO TREES & WAS DAMAGED. AN EXAM OF THE ENG DID NOT REVEAL ANY MECHANICAL DISCREPANCIES. THERE WAS EVIDENCE THE ENG WAS RUNNING WHEN THE ACFT STRUCK TREES; HOWEVER, THE AMOUNT OF POWER AVAILABLE TO THE PROP WAS NOT DETERMINED. THE OUTSIDE AIR TEMPERATURE WAS ABOUT 100 DEGREES FAHRENHEIT. THERE WERE TWO PAX IN THE FRONT SEAT. THE PILOT HAD OPERATED THE AIRCRAFT FOR ABOUT 3.5 HOURS.

Brief of Accident (Continued)

File No. - 2208

7/09/88

PLYMOUTH,NH

A/C Reg. No. N32126

Time (Lcl) - 1815 EDT

-----  
Occurrence #1        LOSS OF ENGINE POWER  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
  2.    UNDETERMINED
- 

Occurrence #2        FORCED LANDING  
Phase of Operation   MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation   LANDING

Finding(s)

3. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2332      12/07/88      LACONIA,NH      A/C Reg. No. N16502      Time (Lc1) - 1425 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-34-200  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4000  
No. of Seats      - 6

Eng Make/Model      - LYCOMING IO-360-C1E6  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 200 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 320/010 KTS

Visibility      - 10.0 SM

Lowest Sky/Clouds      - 5000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

MONTPELIER,VT

Destination

MANCHESTER,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 - VFR

Type of Clearance      - NONE

Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 56

Biennial Flight Review

Current      - YES

Months Since      - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1150      Last 24 Hrs - 2

Make/Model- 46      Last 30 Days- 7

Instrument- 252      Last 90 Days- 80

Multi-Eng - 41

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE A TAKEOFF WITH KNOWN CONDITIONS OF A LOW BATTERY AND WITH 15 GALLONS OF FUEL IN THE LEFT TANK AND 30 GALLONS IN THE RIGHT TANK. WHILE CRUISING AT 7500 FEET HE EXPERIENCED A POWER LOSS ON THE LEFT ENGINE. THE PILOT PERFORMED THE EMERGENCY PROCEDURES AND WAS UNABLE TO GET A RESTART. HE FEATHERED THE PROPELLER AND SET UP CROSSFEED. THE RIGHT ENGINE QUIT A FEW SECONDS LATER AND AGAIN THE PILOT WAS UNABLE TO GET IT RESTARTED AND IT TOO WAS FEATHERED. BOTH FUEL SELECTORS AT THIS TIME WERE ON CROSSFEED. THEY WERE RESET TO TANK-TO-ENGINE AND THE PILOT TRIED TO RESTART THE RIGHT ENGINE BUT WAS UNABLE DUE TO THE LOW BATTERY. AN OFF AIRPORT LANDING WAS MADE ON A ROADWAY. POST CRASH EXAMINATION SHOWED FUEL IN THE RIGHT TANK AND NO FUEL IN THE LEFT TANK. THE PILOT HAD FAILED HIS MULTI ENGINE CHECKRIDE 2-1/2 MONTHS PRIOR TO THE ACCIDENT AND DID NOT PASS HIS CHECKRIDE UNTIL 2 MONTHS AFTER THE ACCIDENT.



Brief of Accident (Continued)

File No. - 2332

12/07/88

LACONIA,NH

A/C Reg. No. N16502

Time (Lcl) - 1425 EST

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. ELECTRICAL SYSTEM,BATTERY - LOW LEVEL
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
6. IMPROPER TRANSITION/UPGRADE TRAINING - 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)

7. OBJECT - SIGN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 3,4,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2203      2/26/88      NORTH HANOVER,NJ      A/C Reg. No. N738MX      Time (Lcl) - 1705 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

SUBSTANTIAL

Fire  
NONE

Fatal

Crew      0  
Pass      0

Injuries

Serious      Minor

0      0  
0      0

None

1  
3

-----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 - UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- UNK/NR

Visibility      - UNK/NR

Lowest Sky/Clouds      - UNK/NR

Lowest Ceiling      - UNK/NR

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

LINDEN,NJ

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND,ME LAND

Age - 36

Biennial Flight Review

Current      - YES

Months Since      - 8

Aircraft Type      - B-737

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 3650

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 ENG LOST POWER WHILE THE ACFT WAS CIRCLING AT APRX 1500 FT AGL & THE OCCUPANTS WERE ENGAGED IN AERIAL PHOTOGRAPHY. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING AN EMERGENCY LANDING IN A SWAMPY AREA. AN EXAM OF THE ACFT REVEALED THE LEFT TANK WAS EMPTY. THE RIGHT TANK HAD AN UNDETERMINED AMOUNT OF FUEL WHICH APPEARED TO BE MORE THAN USABLE FUEL; HOWEVER, THE AIRCRAFT WAS RESTING ON THE GROUND, RIGHT WING LOW. THE PILOT OPERATING HANDBOOK CONTAINED A NOTE ABOUT FLYING WITH THE SELECTOR ON BOTH. IT STATED "UNEQUAL FUEL FLOW FROM EACH TANK MAY OCCUR IF THE WINGS ARE NOT MAINTAINED EXACTLY LEVEL. RESULTING WING HEAVINESS CAN BE ALLEVIATED GRADUALLY BY TURNING THE SELECTOR VALVE HANDLE TO THE TANK IN THE "HEAVY" WING." THE ACFT HAD BEEN "TOPPED" WITH FUEL PRIOR TO THE FLT & HAD FLOWN 3.5 HRS.

Brief of Accident (Continued)

File No. - 2203

2/26/88

NORTH HANOVER, NJ

A/C Reg. No. N738MX

Time (Lcl) - 1705 EST

Occurrence #1      LOSS OF ENGINE POWER  
Phase of Operation      MANEUVERING

Finding(s)

1. FLUID, FUEL - STARVATION
2. 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      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - WET

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2390

7/11/88

LAKEWOOD, NJ

A/C Reg. No. N11088

Time (Lcl) - 1210 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -OTHER WORK USE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CHAMPION 7GCAA

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1650

No. of Seats - 3

Eng Make/Model - LYCOMING O-320-A2D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 190/010 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 2500 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LAKEWOOD, NJ

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

ON AIRPORT

Airport Data

LAKEWOOD

Runway Ident - 06

Runway Lth/Wid - 3457/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND,SE SEA,ME SEA

Age - 70

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 10000

Make/Model- 3000

Instrument- UNK/NR

Multi-Eng - 1500

Last 24 Hrs - 5

Last 30 Days- 100

Last 90 Days- 300

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A BANNER PICK-UP THE AIRPLANE EXPERIENCED A LOSS OF DIRECTIONAL CONTROL. THE RUDDER WAS JAMMED FULL LEFT BY THE BANNER TOW ROPE, AND WHILE ATTEMPTING TO LAND, THE AIRPLANE RAN OFF THE RUNWAY AND HIT TWO PARKED AIRCRAFT.

Brief of Accident (Continued)

File No. - 2390

7/11/88

LAKWOOD,NJ

A/C Reg. No. N11088

Time (Lcl) - 1210 EDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. SIGN TOWING EQUIPMENT - ENTANGLED
  2. RUDDER - RESTRICTED -
- 

Occurrence #2            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

3. FLIGHT CONTROL, RUDDER - JAMMED
  4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #3            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
  6. 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. - 2346      8/21/88      WALL TOWNSHIP, NJ      A/C Reg. No. N5474W      Time (Lcl) - 1515 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - UNK/NR
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	MATAWAN, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 205
SE LAND	Months Since - 6	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 3
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 5
		Last 90 Days- 14
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PILOT OF A PIPER PA-28-150 TOOK OFF WITH ONE PASSENGER AND FEW MINUTES AFTER TAKEOFF, HE BECAME UNCONSCIOUS. THE PASSENGER GAVE THE PILOT MOUTH TO MOUTH RESUSCITATION; HOWEVER, THE PILOT WAS NOT REVIVED. THE NON-PILOT PASSENGER ATTEMPTED AN OFF-AIRPORT LANDING AND STRUCK TREES. THE PILOT RECEIVED MINOR INJURIES AND THE PASSENGER RECEIVED SERIOUS INJURIES. THE UNCONSCIOUS PILOT WAS REMOVED FROM THE AIRCRAFT WHERE ATTEMPTS WERE MADE TO REVIVE HIM. HE WAS TRANSPORTED TO A LOCAL MEDICAL FACILITY WHERE HE WAS PRONOUNCED DEAD. THE PILOT HAD BEEN UNDER TREATMENT FOR HYPERTENSION (HIGH BLOOD PRESSURE). AN AUTOPSY SHOWED SEVERE OCCLUSION OF HIS CORONARY ARTERIES. TOXICOLOGY TEST REVEALED THE PRESENCE OF VERAMPAMIL, A CARDIAC MEDICATION WHICH HAD BEEN PRESCRIBED. THE PASSENGER HAD NO PREVIOUS FLYING EXPERIENCE.

Brief of Accident (Continued)

File No. - 2346

8/21/88

WALL TOWNSHIP,NJ

A/C Reg. No. N5474W

Time (Lcl) - 1515 EDT

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING

Finding(s)

2. AIRCRAFT HANDLING - INADEQUATE - PASSENGER
3. LACK OF FAMILIARITY WITH AIRCRAFT - PASSENGER
4. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2324      11/06/88      ROBBINSVILLE,NJ      A/C Reg. No. N9307D      Time (Lc1) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - INSTRUCTIONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire - NONE  
Crew - 0  
Pass - 0

-----Aircraft Information-----

Make/Model - CESSNA 172RG  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2200  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 220/016 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling -

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ROBBINSVILLE,NJ

Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN  
TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

TRENTON/ROBBINSVILLE

Runway Ident - 29

Runway Lth/Wid - 4290/ 80

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 570

Make/Model- 95

Instrument- 98

Multi-Eng - 26

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS BEING FLOWN FROM THE RIGHT SEAT BY A PERSON PRACTICING FOR HER CFI RATING. SHE CHECKED THE WINDS PRIOR TO TAKEOFF AND DETERMINED THE CROSSWIND COMPONENT WAS 9-11 KNOTS. ON HER FIRST APPROACH, SHE MADE A GO AROUND DUE TO THE WINDS. ON THE SECOND APPROACH, SHE CORRECTED FOR THE CROSSWIND; HOWEVER, AS SHE FLARED A GUST OF WIND CAUGHT THE ACFT AND IT TOUCHED DOWN WITH THE LEFT MAIN WHEEL ON THE RUNWAY AND THE RIGHT MAIN WHEEL OFF THE RUNWAY IN THE SOD. THE AIRCRAFT CONTINUED TO DRIFT RIGHT STRIKING SIGNS AND A WEATHER BOX. AFTER THE ACCIDENT, WHEN SHE CHECKED THE WINDS, SHE FOUND SHE HAD MISCALCULATED AND THE ACTUAL CROSSWIND COMPONENT WAS 16-22 KNOTS. SHE SAID SHE WOULD NOT HAVE FLOWN IN THE HIGHER WINDS HAD SHE KNOWN OF HER ERROR.



Brief of Accident (Continued)

File No. - 2324

11/06/88

ROBBINSVILLE,NJ

A/C Reg. No. N9307D

Time (Lc1) - 1530 EST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. WIND INFORMATION - INACCURATE - PILOT IN COMMAND
  3. WEATHER CONDITION - CROSSWIND
  4.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

5. OBJECT - SIGN
- 

-----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. - 2322      11/12/88      PITTSTOWN,NJ      A/C Reg. No. N3208T      Time (Lcl) - 1230 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire                        NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	2	0

-----Aircraft Information-----

Make/Model        - CESSNA 177  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2350  
No. of Seats      - 10

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        - PATWAS  
Method             - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - VMC

Wind Dir/Speed- 030/006 KTS  
Visibility         - UNK/NR

Lowest Sky/Clouds - 2500 FT SCATTERED  
Lowest Ceiling     - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BLAUSTOWN,NJ  
Destination  
PITTSTOWN,NJ

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

SKY MANOR  
Runway Ident       - 24  
Runway Lth/Wid    - 2439/ 50  
Runway Surface     - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 54  
Biennial Flight Review  
Current            - YES  
Months Since      - 4  
Aircraft Type      - C-177

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 137  
Make/Model-        8  
Instrument-         6  
Multi-Eng -         3  
Last 24 Hrs - 2  
Last 30 Days- 4  
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS COMING IN FOR A LANDING AND THE PILOT REPORTED THAT HE EXPERIENCED AIRSPEED FLUCTUATIONS AND TURBULENCE. THE AIRCRAFT PORPOISED ON THE RUNWAY MULTIPLE TIMES AND DEPARTED THE RUNWAY TO THE LEFT SIDE STRIKING TREES.

Brief of Accident (Continued)

File No. - 2322

11/12/88

PITTSTOWN,NJ

A/C Reg. No. N3208T

Time (Lc1) - 1230 EST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2. PORPOISE - INADVERTENT - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2325      11/23/88      BERLIN,NJ      A/C Reg. No. N4341T      Time (Lcl) - 1245 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During -DESCENT			0	1	0
				0	0
				0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1700	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	BERLIN,NJ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	CAMDEN CO.
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 45
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	FORCED LANDING	
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 - 280
SE LAND	Months Since - 17	Make/Model- 40
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 20
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LOST POWER AFTER TAKEOFF AND THE PILOT ATTEMPTED TO RETURN TO THE AIRPORT. HE STRUCK POWER LINES ON SHORT FINAL AND LOST CONTROL OF THE AIRCRAFT, STRIKING A RAILROAD EMBANKMENT. A FLIGHT INSTRUCTOR WHO WAS ON SCENE APPROXIMATELY A MINUTE AFTER THE ACCIDENT SAID THE FUEL SELECTOR WAS ON AN EMPTY TANK AND USEABLE FUEL WAS IN THE OTHER TANK.

Brief of Accident (Continued)

File No. - 2325

11/23/88

BERLIN,NJ

A/C Reg. No. N4341T

Time (Lcl) - 1245 EST

-----  
Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
  2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
  3. FLUID,FUEL - STARVATION
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - WIRE,TRANSMISSION
- 

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2395      7/01/88      AKRON, NY      A/C Reg. No. N1954H      Time (Lcl) - 1445 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-REX MILLER FLYING SERVICE	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	0	1
Accident Occurred During	-TAKEOFF		Pass	0	0	0	0	3

-----Aircraft Information-----

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1G59	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	UTICA, NY		AKRON	
Wind Dir/Speed	- 330/011 KTS	ATC/Airspace		Runway Ident	- 06
Visibility	- 35.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 3310/ 48
Lowest Sky/Clouds	- 3700 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 5500 FT BROKEN	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3000	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 14	Make/Model - 500	Last 30 Days - 30
	Aircraft Type - C-172	Instrument - 350	Last 90 Days - 60
		Multi-Eng - 100	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ON-DEMAND AIR TAXI FLIGHT WAS DEPARTING FOR UTICA AND WATERTOWN, NEW YORK. DURING TAKEOFF, THE PILOT STATED THAT HE FELT THAT HE DID NOT HAVE ENOUGH AIRSPEED FOR FLIGHT AND DID NOT THINK THE AIRCRAFT WAS GOING TO BECOME AIRBORNE. THE TAKEOFF WAS ABORTED AND DURING THIS PROCEDURE THE LANDING GEAR WAS RETRACTED. THE AIRCRAFT SLID ABOUT 300 FEET OFF THE END OF THE RUNWAY AND CAME TO A STOP.

Brief of Accident (Continued)

File No. - 2395

7/01/88

AKRON, NY

A/C Reg. No. N1954H

Time (Lc1) - 1445 EDT

---

Occurrence #1        OVERRUN  
Phase of Operation    TAKEOFF - ABORTED

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
- 

Occurrence #2        GEAR COLLAPSED  
Phase of Operation    TAKEOFF - ABORTED

Finding(s)

3. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #3        ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation    TAKEOFF - ABORTED

---

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2323      11/08/88      NEWSTEAD,NY      A/C Reg. No. N50200      Time (Lcl) - 1050 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model      - CESSNA 150H  
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 - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 140/009 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - N/A  
Lowest Ceiling      - 3300 FT  
Obstructions to Vision- NONE  
Precipitation      - RAIN  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LANCASTER,NY  
Destination  
AKRON,NY

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - GRASS/TURF  
Runway Status      - WET

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 - 28  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type      - C-150H

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 370
Last 24 Hrs	- 0
Last 30 Days	- 0
Last 90 Days	- 21

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS BEING FLOWN IN VISIBLE MOISTURE AND THE INDUCTION AIR FILTER NOT INSTALLED IN THE CARBURETOR AIR BOX. THE ENG EXPERIENCED A PARTIAL POWER LOSS AND THE PLT MADE A FORCED LANDING ON A GOLF COURSE. THE ACFT STRUCK A TREE ON FINAL APPROACH AND THE AIRCRAFT DESCENDED NOSE LOW TO IMPACT WITH THE TERRAIN. THE AIRCRAFT SLID APPROXIMATELY 40 YARDS ON WET GRASS, INTO A DITCH WITH ABOUT 2 FEET OF WATER, AND FLIPPED OVER. THE PILOT REPORTED USING CARB HEAT WITH NO EFFECT.



Brief of Accident (Continued)

File No. - 2323

11/08/88

NEWSTEAD,NY

A/C Reg. No. N50200

Time (Lcl) - 1050 EST

Occurrence #1      LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. INDUCTION AIR CONTROL,AIR FILTER/SCREEN - MISSING
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. ANTI-ICE/DE-ICE SYSTEM,CARBURETOR DE-ICE - INOPERATIVE
5. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2275      11/13/88      MONTAUK, NY      A/C Reg. No. N722BH      Time (Lcl) - 1635 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	2	0	2

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - APPROACH

-----Aircraft Information-----

Make/Model - BEECH A36  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3500  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 240/012 KTS  
Visibility - 3.000 SM  
Lowest Sky/Clouds - 500 FT SCATTERED  
Lowest Ceiling - 5000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
BURLINGTON, VT  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - VOR/TVOR  
TRAFFIC PATTERN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MONTAUK  
Runway Ident - 24  
Runway Lth/Wid - 3472/ 85  
Runway Surface - ASPHALT  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 45  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - A36

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1047  
Make/Model- 750  
Instrument- UNK/NR  
Multi-Eng - 0  
Last 24 Hrs - 3  
Last 30 Days- 12  
Last 90 Days- 26  
Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE A VOR RWY 6 APCH & CIRCLED TO LAND ON RWY 24. HE RPRTD THAT WHILE ON A SHORT FINAL APCH, THE ACFT WAS THROWN VIOLENTLY ABOUT & THE LEFT WING DIPPED. HE APPLIED FULL POWER & LEVELED THE WINGS, BUT THE ACFT CONTD TO DESCEND. REALIZING HE COULD NOT REACH THE RWY, HE "CUT" THE POWER, TURNED OFF THE ELECTRICAL MASTER SWITCHES & TRIED TO PLACE THE ACFT ON THE BEST TERRAIN. SUBSEQUENTLY, THE ACFT IMPACTED IN AN AREA OF SAND DUNES ON A HDG OF 240 DEG & CAME TO REST AFTER TRAVELING ABOUT 33 FT. WITNESSES IN THE AREA RPRTD STRONG WINDS, REDUCED VISIBILITY, & RAIN SHOWERS. THE PLT SAID IT WAS NOT RAINING WHEN THE ACFT CRASHED, BUT HEAVY RAIN STARTED TO FALL IMMEDIATELY AFTERWARD.

Brief of Accident (Continued)

File No. - 2275

11/13/88

MONTAUK, NY

A/C Reg. No. N722BH

Time (Lcl) - 1635 EST

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CIRCLING (IFR)

Finding(s)

1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - TURBULENCE
5. WEATHER CONDITION - WINDSHEAR
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      APPROACH

Finding(s)

7. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
8. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2331      11/14/88      PAWLING,NY      A/C Reg. No. N54394      Time (Lcl) - 1830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-140  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 015 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
SHIRLEY,NY  
Destination  
POUGHKEPSIE,NY

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 46  
Biennial Flight Review  
Current - YES  
Months Since - 24  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 421  
Make/Model- 369  
Instrument- 2  
Last 24 Hrs - 0  
Last 30 Days- 17  
Last 90 Days- 83

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT EXPERIENCED A POWER LOSS AND MADE AN OFF AIRPORT LANDING. DURING THE INVESTIGATION THE ENGINE WAS TORN DOWN AND FOUR INTAKE LOBES AND ONE EXHAUST LOBE ON THE CAMSHAFT WITH THEIR CORRESPONDING TAPPET BODY FACES WERE SEVERELY SPALLED. METAL WAS FOUND THROUGHOUT THE ENGINE.

Brief of Accident (Continued)

File No. - 2331

11/14/88

PAWLING, NY

A/C Reg. No. N54394

Time (Lcl) - 1830 EST

-----  
Occurrence #1      LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CAMSHAFT - WORN
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2329      11/22/88      PALMYRA,NY

A/C Reg. No. N2885G

Time (Lcl) - 1730 EST

-----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	2	

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----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 - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC

Wind Dir/Speed- 050/006 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling - 11000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
BEVERLY,MA  
Destination  
ROCHESTER,NY

ATC/Airspace

Type of Flight Plan - IFR  
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 - WATER  
Runway Status - WET  
WATER-CALM

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 25  
Biennial Flight Review  
Current - YES  
Months Since - UNK/NR  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 230  
Make/Model- 2  
Instrument- 40  
Last 24 Hrs - 0  
Last 30 Days- 0  
Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS ENROUTE WHEN THE PILOT SAID HE EXPERIENCED A POWER LOSS DUE TO FUEL EXHAUSTION. THE AIRCRAFT LANDED IN A CANAL AND THE PILOT AND TWO PASSENGERS SWAM TO SHORE. THE PILOT HAD CHANGED HIS DESTINATION FROM NIAGARA FALLS TO ROCHESTER WHILE IN CONTACT WITH SYRACUSE APPROACH CONTROL, DUE TO LOW FUEL; HOWEVER, HE DID NOT ADVISE SYRACUSE OF THE SITUATION AND ATTEMPTED TO CONTINUE ANOTHER 68 MILES. HE RAN OUT OF FUEL 20 MILES SHORT OF HIS DESTINATION OF ROCHESTER, NEW YORK.

Brief of Accident (Continued)

File No. - 2329

11/22/88

PALMYRA, NY

A/C Reg. No. N2885G

Time (Lcl) - 1730 EST

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      DITCHING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - WATER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2227      12/24/88      HARRISON, NY      A/C Reg. No. N555ST      Time (Lc1) - 1045 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	0	0	0
Flight Conducted Under	-14 CFR 91	ON GROUND		Pass	2	0	0	0	0	0	0
Accident Occurred During	-TAKEOFF										

-----Aircraft Information-----

Make/Model	- BEECH A36	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	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

<b>Weather Data</b> Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 110/010 KTS Visibility - 1500 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 100 FT OBSCURED Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point SAME AS ACC/INC Destination MONTPELIER, VT  <b>ATC/Airspace</b> Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - NONE	<b>Airport Proximity</b> OFF AIRPORT/STRIP  <b>Airport Data</b> WESTCHESTER COUNTY Runway Ident - 16 Runway Lth/Wid - 6548/ 150 Runway Surface - ASPHALT Runway Status - WET
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 61 Biennial Flight Review Current - YES Months Since - 18 Aircraft Type - A36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 787 Make/Model- UNK/NR Instrument- 215	Last 24 Hrs - 0 Last 30 Days- 12 Last 90 Days- 30
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS CLRD FOR AN IFR DEPARTURE FROM RWY 16 IN INSTRUMENT METEOROLOGICAL CONDITIONS (IMC). HIS DEPARTURE CLNC WAS TO CLIMB ON RWY HEADING TO 800 FT, THEN TURN RIGHT TO A HEADING OF 320 DEG. WHEN THE ACFT TOOK OFF, TOWER PSNL DID NOT HAVE VISUAL CONTACT WITH THE ACFT, & ASKED THE PLT TWICE, IF THE ACFT WAS AIRBORNE. AFTER THE 2ND INQUIRY, THE PLT ACKNOWLEDGED THAT HE WAS AIRBORNE; HE WAS THEN INSTRUCTED TO CHANGE TO DEPARTURE FREQ. THE PLT ACKNOWLEDGED THE FREQ CHANGE. THEN, ABOUT 35 SEC LATER, AN ELT SIGNAL WAS HEARD. A SEARCH WAS INITIATED & THE ACFT WAS FOUND ABOUT 1/2 MI SOUTH OF THE TOWER. WITNESSES, WHO HEARD THE ACFT, RPRTD THAT AFTER TAKEOFF, THE ACFT APPEARED TO ENTER A CIRCLING MANEUVER AT LOW ALT, THEN CRASHED. NO PREIMPACT MECHANICAL PROBLEMS WERE FOUND WITH THE ACFT. WX AT THE TIME OF THE ACNT WAS IN PART: INDEFINITE CEILING, 100 FT OBSCURATION, VIS 1/2 MI WITH FOG, WIND FROM 110 DEG AT 10 KTS.



Brief of Accident (Continued)

File No. - 2227

12/24/88

HARRISON,NY

A/C Reg. No. N555ST

Time (Lcl) - 1045 EST

Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - OBSCURATION
4. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
5.     DIVERTED ATTENTION - PILOT IN COMMAND
6.     SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2267      7/14/88      GULF-OF-MEXICO,      A/C Reg. No. N47307      Time (Lcl) - 0725 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage		Injuries			
Name of Carrier	-PETROLEUM HELICOPTERS	DESTROYED					
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire		Crew	Fatal	Serious	Minor
Flight Conducted Under	-14 CFR 135	NONE		Pass	0	0	0
Accident Occurred During	-TAKEOFF				1	1	0
							2
							12

-----Aircraft Information-----

Make/Model	- AEROSPATIALE SA330J	Eng Make/Model	- TURBO MECCA TURMO IVC	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 16300	Engine Type	- TURBOSHAFT		
No. of Seats	- 17	Rated Power	- 1495 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method	- IN PERSON	SAME AS ACC/INC	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	EUGENE ISLAND	
Wind Dir/Speed	- 150/010 KTS		Runway Ident
Visibility	- 10.0 SM	ATC/Airspace	- N/A
Lowest Sky/Clouds	- 2000 FT SCATTERED	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 - 47	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 11687	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 10	Make/Model- 2075	Last 30 Days- 88
HELICOPTER	Aircraft Type - SA330J	Instrument- 551	Last 90 Days- 204
		Multi-Eng - 142	Rotorcraft - 11358

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DRG LIFT-OFF FROM AN OIL PLATFORM IN THE GULF OF MEXICO, THE HELICOPTER BGN A SLOW UNCOMMANDED LEFT TURN. THE PLT TRIED TO FLY IT BY LOWERING THE NOSE & INCREASING COLLECTIVE. AFTER 2 TURNS, THE HELICOPTER SETTLED & IMPACTED THE WATER IN A LEFT BANK, NOSE DOWN ATTITUDE. THE AUTO-PLT WAS NOT DISCONNECTED, NOR WERE THE FLOATS INFLATED. NO PREIMPACT MECH FAILURE WAS FOUND. INTERVIEWS REVEALED THE HELICOPTER WAS NOT STABILIZED IN A HOVER BEFORE INITIATING A TAKEOFF. THERE WAS A PREVIOUS WRITE-UP WHICH STATED "A/C REQUIRES MORE RIGHT PEDAL THAN USUAL IN HOVER AND FORWARD FLIGHT." IN RESPONSE TO THIS WRITE-UP, A MECHANIC HAD ADJUSTED A TUBE WHICH RAN REARWARD FROM THE PEDAL ASSEMBLY TO THE LOWER PORTION OF THE AUTO-PILOT SYSTEM. THE MAINTENANCE MANUAL DESCRIBED THIS TUBE AS BEING ONE OF THE "SEMI-FIXED" RODS. REFERRING TO THESE RODS, THE MANUAL CAUTIONED, "THEY ARE ADJUSTED ONCE FOR ALL WHEN THEY ARE FITTED TO THE AIRCRAFT. THEY MUST NOT BE ADJUSTED SUBSEQUENTLY."

Brief of Accident (Continued)

File No. - 2267

7/14/88

GULF-OF-MEXICO,

A/C Reg. No. N47307

Time (Lcl) - 0725 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CONTROL - INCORRECT
2. MAINTENANCE, ADJUSTMENT - IMPROPER - COMPANY MAINTENANCE PSNL
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      TAKEOFF

Finding(s)

5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
6. TERRAIN CONDITION - WATER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2289      11/17/88      GULF-OF-MEXICO,      A/C Reg. No. N2780W      Time (Lcl) - 1319 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-HOUSTON HELICOPTERS	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	2	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28	ELT Installed/Activated	- NO -N/A
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	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	GULF-OF-MEXICO			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 015 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- UNK/NR	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 12151	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 1151	Last 30 Days - 59
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 600	Last 90 Days - 151
			Rotorcraft - 10151

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

DRG AN APCH TO LAND, THE PLT HEARD A LOUD NOISE FM THE ENG WHICH WAS FOLLOWED BY AN "ENGINE OUT" LIGHT & AUDIO WARNING. HE THEN OBSERVED THE ENG & ROTOR TACHOMETER NEEDLES WERE SPLIT WITH THE ENG NEEDLE AT ZERO RPM. THE PLT INITIATED AN AUTOROTATION & DEPLOYED THE EMERGENCY FLOATS, BUT THE HELICOPTER LANDED HARD IN ROUGH SEAS. DRG THE HARD LANDING, THE HELICOPTER WAS SUBSTANTIALLY DAMAGED & ALL 3 OCCUPANTS WERE INJURED. THE HELICOPTER REMAINED AFLOAT UNTIL AN ATTEMPT WAS MADE TO TOW IT. IT THEN SANK & WAS NOT RECOVERED. THE PLT RPRTD THERE WAS A 15 KT WIND WHICH WAS GUSTING TO 20 KTS.

Brief of Accident (Continued)

File No. - 2289

11/17/88

GULF-OF-MEXICO,

A/C Reg. No. N2780W

Time (Lc1) - 1319 CST

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation      APPROACH

Finding(s)

1. TURBOSHAFT ENGINE - FAILURE, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - INITIATED -

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - GUSTS
5. FLARE - IMPROPER - PILOT IN COMMAND
6. TERRAIN CONDITION - WATER, ROUGH

-----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) 3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2281

6/24/88

CLEVELAND, OH

A/C Reg. No. N30GA

Time (Lc1) - 2330 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-AIR CARGO CARRIERS	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- SHORT BROTHERS SC.7	Eng Make/Model	- AIRESEARCH TPE-331	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 715 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- COMPANY	Last Departure Point	ON AIRPORT
Method	- UNK/NR	CHICAGO, IL	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	CLEVELAND HOPKINS
Wind Dir/Speed	- 160/004 KTS		Runway Ident
Visibility	- 15.0 SM	ATC/Airspace	- 23L
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Flight Plan	- 8998/ 150
Lowest Ceiling	- NONE	Type of Clearance	- ASPHALT
Obstructions to Vision	- NONE	Type Apch/Lndg	- DRY
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2093	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 1	Make/Model - 93	Last 30 Days - 68
	Aircraft Type - SC-7	Instrument - 215	Last 90 Days - 99
		Multi-Eng - 943	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL-OUT, THE NOSE GEAR FORK ASSEMBLY FAILED & THE ACFT WAS DAMAGED. AN EXAM OF THE NOSE GEAR FORK ASSEMBLY REVEALED IT HAD FAILED FROM FATIGUE. THE FRACTURE WAS LOCATED ON THE MAIN BODY OF THE ASSEMBLY, JUST ABOVE THE FORK ARMS.

Brief of Accident (Continued)

File No. - 2281

6/24/88

CLEVELAND, OH

A/C Reg. No. N30GA

Time (Lcl) - 2330 EDT

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Occurrence #1 NOSE GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - FATIGUE
- 

-----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. - 2221

7/03/88

PLYMOUTH, OH

A/C Reg. No. N2865S

Time (Lcl) - 2000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	1	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - MANEUVERING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150G  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/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 - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SHELBY, OH  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 44

Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	91	Last 24 Hrs	-	UNK/NR
Make/Model	-	91	Last 30 Days	-	UNK/NR
Instrument	-	UNK/NR	Last 90 Days	-	3
Multi-Eng	-	0	Rotorcraft	-	0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT & HIS 8 YEAR OLD DAUGHTER (PASSENGER) WENT ON A LOCAL FLT. RELATIVES & OTHER WITNESSES SAW THE ACFT FLYING SLOW AS THE PLT MADE TWO LOW PASSES NEAR A RELATIVES' HOUSE. WITNESSES RPRTD THE PLT APPEARED TO LOSE CONTROL OF THE ACFT AS HE INITIATED A LEFT BANK. THE ACFT THEN CRASHED IN A STEEP DESCENT APRX 1/4 MI FROM THE HOUSE. NO EVIDENCE OF A PREIMPACT MALFUNCTION WAS FOUND THAT WOULD HAVE RESULTED IN THE ACDNT. WITNESSES RPRTD THE ENG SOUNDED NORMAL BEFORE IMPACT. THE STUDENT'S LATEST ENDORSEMENT FOR SOLO FLT WAS DATED 7/7/87.



Brief of Accident (Continued)

File No. - 2221

7/03/88

PLYMOUTH, OH

A/C Reg. No. N2865S

Time (Lcl) - 2000 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. MANEUVER - IMPROPER - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5.      LACK OF RECENT 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) 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. - 2347

7/18/88

NORTH LIMA, OH

A/C Reg. No. N9173W

Time (Lc1) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - GEDDES COMMANDER 503  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 650  
No. of Seats - 1

Eng Make/Model - ROTAX 503  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 20 LBS THRUST

ELT Installed/Activated - UNK/NR  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC  
Wind Dir/Speed - 280/007 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling - 4000 FT BROKEN  
Obstructions to Vision - NONE  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - STRAIGHT-IN  
FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

ELSER METRO  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
ME LAND

Age - 53

Biennial Flight Review

Current - YES  
Months Since - 11  
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2300	Last 24 Hrs	- 0
Make/Model	- 27	Last 30 Days	- 15
Instrument	- 418	Last 90 Days	- 50
Multi-Eng	- 1700	Rotorcraft	- 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE GYROPLANE STRUCK A TREE WITH THE MAIN ROTOR BLADES AND DESCENDED OUT OF CONTROL INTO TERRAIN. THE PILOT WAS ATTEMPTING TO STRETCH A PARTIAL POWER EMERGENCY DESCENT TO REACH HIS INTENDED TOUCH DOWN POINT. THE PILOT REPORTED A PARTIAL POWER LOSS. NO MALFUNCTIONS OR MECHANICAL FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 2347

7/18/88

NORTH LIMA, OH

A/C Reg. No. N9173W

Time (Lc1) - 1930 EDT

Occurrence #1      LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND

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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2286      8/22/88      BELLBROOK, OH      A/C Reg. No. N8660G      Time (Lcl) - 2000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
DESTROYED  
Fire  
NONE

	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- 100/007 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 14000 FT SCATTERED  
Lowest Ceiling      - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
WAYNESVILLE, OH  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 36  
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      - 500  
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-----

A WITNESS RPRTD THE PLT/OWNER MADE AN OFF-ARPT LANDING. THE WITNESS SAID HE WENT TO THE ACFT WHILE THE ENG WAS STILL RUNNING & TALKED TO THE PLT. THE PLT TOLD THE WITNESS THAT THE ENG WAS OVERHEATING, SO HE (THE PLT) DECIDED TO LAND IN THE FIELD TO LET THE ENG COOL DOWN. SUBSEQUENTLY, THE PLT INITIATED A TAKEOFF. HOWEVER, SHORTLY AFTER LIFT-OFF, WHILE ATTEMPTING TO CLIMB OVER TREES, THE ACFT ENTERED A STEEP DESCENT & CRASHED IN A NOSE DOWN ATTITUDE. THE ACFT CAME TO REST ON ITS NOSE WITH NO MOVEMENT AFTER IMPACT. AN EXAM OF THE ACFT & ENG REVEALED NO MECHANICAL DEFECTS & NO EVIDENCE OF OVERHEATING. THE LAST ANNUAL INSPECTION OF THE ACFT WAS DATED 8/4/86.

Brief of Accident (Continued)

File No. - 2286

8/22/88

BELLBROOK, OH

A/C Reg. No. N8660G

Time (Lc1) - 2000 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED -
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2338      9/30/88      COLUMBUS, OH      A/C Reg. No. N14HR      Time (Lc1) - 2124 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  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-60-601P  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6000  
No. of Seats      - 6

Eng Make/Model      - LYCOMING IO-540-51A5  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 290 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- 170/005 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - N/A  
Lowest Ceiling      - 8000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
COLUMBUS, OH  
Destination  
DOYLESTOWN, PA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

OHIO STATE UNIVERSITY  
Runway Ident      - 09R  
Runway Lth/Wid      - 5000/ 100  
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      - 6.  
Aircraft Type - PA-60

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 1802	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	709	Last 90 Days-	44
Multi-Eng	- 1540		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS DESTROYED WHEN IT COLLIDED WITH TERRAIN SHORTLY AFTER DEPARTURE. TWO WITNESSES TO THE ACCIDENT WHO SAW THE ACCIDENT AIRPLANE LIFT OFF FROM THE RUNWAY DESCRIBED THE FLIGHT PATH AS ERRATIC IN NATURE WITH RANDOM MOVEMENT IN ALL THREE AXIS, PITCH, ROLL AND YAW. THE WITNESSES DID NOT SEE THE ACTUAL IMPACT. EVIDENCE SHOWS THAT THE UPPER HALF OF THE MAIN ENTRY CLAMSHHELL DOOR WAS NOT CLOSED AT IMPACT. RADIO TRANSMISSIONS FROM THE ACCIDENT AIRPLANE WHILE IN FLIGHT SHOW A ELEVATED VOICE LEVEL INDICATIVE OF STRESS AS THE PIC ATTEMPTED TO MAINTAIN CONTROL THE AIRPLANE DURING PITCH AND ROLL EXCURSIONS. THE RADIO TRANSMISSIONS WERE UNINTELLIGIBLE. THE TWR HAD CLEARED THE ACFT TO LAND ON ANY RWY.

Brief of Accident (Continued)

File No. - 2338

9/30/88

COLUMBUS, OH

A/C Reg. No. N14HR

Time (Lcl) - 2124 EDT

-----  
Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR - NOT SECURED
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. DOOR - OPEN
  4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. ANXIETY/APPREHENSION - PILOT IN COMMAND
- 

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2398      10/29/88      COLUMBUS, OH      A/C Reg. No. N7418X      Time (Lcl) - 1705 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172B	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point COLUMBUS, OH	ON AIRPORT
Method - N/A	Destination	<b>Airport Data</b>
Completeness - N/A	SAME AS ACC/INC	SOUTH COLUMBUS
Basic Weather - VMC	<b>ATC/Airspace</b>	Runway Ident - 36
Wind Dir/Speed- 310/008 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 5150/ 100
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - N/A	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - 25000 FT BROKEN	TOUCH AND GO	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 32
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 25
		Last 30 Days- 0
		Instrument- UNK/NR
		Last 90 Days- 20
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH HIS INSTRUCTOR PRIOR TO HIS SECOND SOLO PRACTICE FLIGHT. HAVING COMPLETED TWO SUCCESSFUL LANDINGS, HIS THIRD ATTEMPT WAS PROPERLY ALIGNED BUT 10 FEET TOO HIGH. FEARING A HARD LANDING, THE PILOT ADDED POWER, LOST DIRECTIONAL CONTROL, AND LANDED HARD ON THE NOSE GEAR IN THE HANGAR AREA. THE NOSE GEAR COLLAPSED AND THE AIRPLANE SLID INTO A PARKED TRUCK.



Brief of Accident (Continued)

File No. - 2398

10/29/88

COLUMBUS,OH

A/C Reg. No. N7418X

Time (Lcl) - 1705 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
1. FLARE - PREMATURE - PILOT IN COMMAND  
2.        LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND  
3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND  
-----

Occurrence #2        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
4. LANDING GEAR, NOSE GEAR - COLLAPSED  
-----

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)  
5. OBJECT - VEHICLE  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2226      12/23/88      SANDUSKY, OH      A/C Reg. No. N1176D      Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
			Fatal	Serious	Minor
Type of Operation - PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING					None

-----Aircraft Information-----

Make/Model - PIPER PA-18A	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	TOLEDO, OH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GRIFFING SANDUSKY
Wind Dir/Speed- 240/015 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3553/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2360
SE LAND, ME LAND, SE SEA	Months Since - 8	Make/Model - 200
	Aircraft Type - J-3	Instrument - 184
		Multi-Eng - 301
		Last 24 Hrs - 1
		Last 30 Days - 30
		Last 90 Days - 135
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LANDED THE ACFT ON RWY 27 IN WINDS THAT HE ESTIMATED WERE FROM 240 DEG AT 10 TO 15 KTS WITH GUSTS TO 25 KTS. HE STATED THAT WHEN THE GROUND SPEED HAD SLOWED TO ABOUT 20 KTS, THE LEFT WING STARTED TO RAISE. HE APPLIED FULL POWER & THE ACFT LIFTED OFF THE GROUND; HOWEVER, IT DRIFTED TO THE RIGHT, STRUCK SMALL TREES & SHRUBS, THEN CRASHED. THE PLT INDICATED THAT HIS LEFT KNEE MAY HAVE MOVED THE STICK TO THE RIGHT (CENTERING THE STICK) AS HE WAS REACHING FOR THE FLAP HANDLE DURING THE ROLL-OUT. APRX 35 MI EAST AT CLEVELAND, THE 1451 EST WIND WAS FROM 250 DEG AT 18 GUSTING 26 KTS.

Brief of Accident (Continued)

File No. - 2226

12/23/88

SANDUSKY, OH

A/C Reg. No. N1176D

Time (Lcl) - 1430 EST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - GUSTS
  3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - ABORTED

Finding(s)

5. ABORTED LANDING - ATTEMPTED -
  6. OBJECT - TREE(S)
  7. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,7

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. - 2248      9/17/88      OKLAHOMA CITY,OK      A/C Reg. No. N57DH      Time (Lcl) - 1127 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - SNYDER STOLP SA-300  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - UNK/NR  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-360  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 200/010 KTS  
Visibility      - 8.0 SM  
Lowest Sky/Clouds      - 1900 FT THIN BKN  
Lowest Ceiling      - NONE  
Obstructions to Vision- FOG  
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      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

SUNDANCE  
Runway Ident      - 17  
Runway Lth/Wid      - 5000  
Runway Surface      - CONCRETE  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 44  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - SA-300

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 708  
Make/Model- UNK/NR  
Instrument- 3  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES RPRTD THE PLT WAS DOING AEROBATICS NEAR THE ARPT. THEY OBSERVED TWO SNAP ROLLS, THEN SAW THE ACFT ENTER A SPIN TO THE RIGHT. THE WITNESSES SAID THE ACFT WAS MANEUVERING AT AN ESTIMATED 1,500 TO 1,900 FEET AGL, THEN IT SPUN, UNCORRECTED TO GROUND IMPACT. AN INVESTIGATION REVEALED THAT IN THE REAR COCKPIT, THE RUDDER CABLE ATTACHMENT ON THE LEFT RUDDER PEDAL HAD FAILED. A METALLURGICAL EXAMINATION REVEALED THE FRACTURE WAS TYPICAL OF OVERSTRESS, BUT THE WELDED AREA HAD VOIDS & THERE WAS A LACK OF FUSION & PENETRATION IN THE WELDED AREA.

Brief of Accident (Continued)

File No. - 2248

9/17/88

OKLAHOMA CITY,OK

A/C Reg. No. N57DH

Time (Lcl) - 1127 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED -
2. FLT CONTROL SYST, RUDDER CONTROL ATTACH POINTS - IMPROPER
3. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER
4. FLT CONTROL SYST, RUDDER CONTROL ATTACH POINTS - OVERLOAD

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation MANEUVERING

Finding(s)

5. STALL/SPIN - UNCONTROLLED -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2272      9/17/88      OKMULGEE,OK      A/C Reg. No. N47806      Time (Lc1) - 2302 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage  
DESTROYED

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-F  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 180/011 KTS  
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  
JACKSON,MI  
Destination  
OKLAHOMA CITY,OK

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

Age - 50  
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 - 2000  
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 PLT CONTD VFR FLT AT NIGHT INTO AN AREA THAT WX BRIEFERS & ATC CONTROLLERS HAD WARNED OF THUNDERSTORMS, HEAVY PRECIPITATION & POSSIBLE TORNADO ACTIVITY. SUBSEQUENTLY, HE REQUESTED "A LITTLE GUIDANCE" & SAID HE WAS HAVING TROUBLE "HOLDING A POSITION" & WAS "RUNNING ON A . . . MAGNETIC COMPASS." SUBSEQUENTLY, THE ACFT ENTERED A STEEP DESCENT, THEN RADIO & RADAR CONTACT WERE LOST. THE ACFT BROKE UP IN FLT AT AN UNKNOWN ALT & WRECKAGE WAS SCATTERED OVER A 3 MI AREA. AN EXAM OF THE WRECKAGE REVEALED THE RGT WING HAD FAILED UNDER POSITIVE LOADS (UPWARD) & THE THE LEFT HORIZONTAL STABILIZER SPAR WAS BENT DOWNWARD. THE RGT HORIZONTAL STABILIZER SEPARATED & WAS NOT FOUND.

Brief of Accident (Continued)

File No. - 2272

9/17/88

OKMULGEE,OK

A/C Reg. No. N47806

Time (Lc1) - 2302 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - TURBULENCE
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE

Finding(s)

8. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. SPATIAL DISORIENTATION - PILOT IN COMMAND
10. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
12. WING - OVERLOAD
13. WING - SEPARATION
14. HORIZONTAL STABILIZER ATTACHMENT - OVERLOAD
15. HORIZONTAL STABILIZER ATTACHMENT - SEPARATION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7,8,9,11

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2234      6/02/88      LATROBE, PA

A/C Reg. No. N90DR

Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -BUSINESS  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire                        NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model    - PIPER PA-60  
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/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method          - N/A  
Completeness   - N/A  
Basic Weather   - VMC  
Wind Dir/Speed - UNK/NR  
Visibility       - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation    - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PHILIPSBURG, PA  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg       - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

WESTMORELAND  
Runway Ident    - 05  
Runway Lth/Wid - 7001/ 100  
Runway Surface   - ASPHALT  
Runway Status   - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 55  
Biennial Flight Review  
Current            - YES  
Months Since      - 10  
Aircraft Type     - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total            - 2300      Last 24 Hrs - 1  
Make/Model-      920        Last 30 Days- 20  
Instrument- UNK/NR      Last 90 Days- 62  
Multi-Eng - 1800        Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DRG AN APCH TO LAND, THE ACFT WAS TOO HIGH ON FINAL APCH, SO HE ELECTED TO GO AROUND & MAKE ANOTHER APCH TO LAND. HE RCVD TOWER APPROVAL FOR A LOW APCH, BUT WHEN HE TRIED TO APPLY POWER FOR THE GO-AROUND, THERE WAS A LACK OF ENG RESPONSE. HE RPRTD THE CONTROLS FELT MUSHY & HE BECAME CONCERNED ABOUT APPROACHING A STALL, BUT HE CHECKED HIS AIRSPEED & SAW THAT IT WAS ADEQUATE (110 KTS). HE RETRACTED THE FLAPS, BUT THE ACFT CONTD TO DESCEND. SUBSEQUENTLY, HE LANDED DIAGONALLY ON THE ARPT, ABOUT 30 DEG OFF THE RWY HEADING & THE ACFT WAS DAMAGED. HE RPRTD THE ACFT HAD JUST RCVD AN ANNUAL INSPN & THAT THE FUEL TANKS HAD BEEN TOTALLY FILLED BEFORE THE FLT. ALSO, HE RPRTD THAT DRG THE FLT, HE HAD CROSSED FUEL FROM RIGHT TO LEFT. HOWEVER, NO REASON WAS FOUND FOR THE LACK OF ENG RESPONSE & ACFT PERFORMANCE.



Brief of Accident (Continued)

File No. - 2234

6/02/88

LATROBE, PA

A/C Reg. No. N90DR

Time (Lcl) - 1100 EDT

Occurrence #1      LOSS OF ENGINE POWER  
Phase of Operation      GO-AROUND (VFR)

Finding(s)

1. 1 ENGINE - --
2.    UNDETERMINED

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
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) 3,5,6

Factor(s) relating to this accident is/are finding(s) 2,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2235      6/05/88      ERWINNA, PA      A/C Reg. No. N1240S      Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS-2-33	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1040	Engine Type - N/A		
No. of Seats - 2	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	VANSANT
Wind Dir/Speed- 300/018 KTS	ATC/Airspace	Runway Ident - 23
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 1340/ 200
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5123
SE LAND,ME LAND	Months Since - 14	Make/Model- 492
GLIDER	Aircraft Type - MAULE	Instrument- 870
		Multi-Eng - 568
		Last 24 Hrs - UNK/NR
		Last 30 Days- 3
		Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT (CFI) RPRTD THAT WHEN HE & THE PRIVATE PLT WERE LANDING, FULL SPOILERS WERE USED. SUBSEQUENTLY, THE GLIDER SETTLED VERY RAPIDLY, TOUCHED DOWN HARD, BOUNCED, AND THE RIGHT WING DROPPED. THE GLIDER THEN TURNED ABOUT 70 DEG TO THE RIGHT, WENT DOWN AN INCLINE & HIT TREES. THE CFI RPRTD THE WIND WAS FROM 300 DEG AT 18 GUSTING 26 KTS.

Brief of Accident (Continued)

File No. - 2235

6/05/88

ERWINNA, PA

A/C Reg. No. N1240S

Time (Lc1) - 1330 EDT

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. FLARE - IMPROPER - DUAL STUDENT

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5. DIRECTIONAL CONTROL - NOT MAINTAINED -
6. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
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) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2211      10/16/88      COLLEGEVILLE, PA      A/C Reg. No. N400JL      Time (Lc1) - 1905 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA P210  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4000  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-520-P  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 310 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 140/008 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
WELLSVILLE, NY  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PERKIOMEN  
Runway Ident      - 09  
Runway Lth/Wid      - 2883/ 40  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 54  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 854      Last 24 Hrs - 1  
Make/Model- 96      Last 30 Days- 19  
Instrument- 178      Last 90 Days- 62  
Multi-Eng - 118

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT AS HE WAS ARRIVING TO LAND, HE ENTERED LEFT TRAFFIC & MOVED THE FUEL SELECTOR TO THE FULLEST TANK. SHORTLY AFTER MOVING THE FUEL SELECTOR, THE ENG LOST POWER AS THOUGH IT WAS FUEL STARVED. HE SAID HE OPERATED THE FUEL BOOST PUMP & SWITCHED FUEL TANKS WHILE ATTEMPTING TO RESTART THE ENG, BUT TO NO AVAIL. HE SAID HE SOUGHT TO AVOID NEARBY HOUSES & TRIED TO LAND IN A CLEARING. SUBSEQUENTLY, THE LEFT WING STRUCK THE CORNER OF A HOUSE, THEN THE ACFT CRASHED & BURNED. NO PREIMPACT MECHANICAL PROBLEM WAS FOUND; HOWEVER, THE ACFT WAS EXTENSIVELY DAMAGED BY FIRE.

Brief of Accident (Continued)

File No. - 2211

10/16/88

COLLEGEVILLE, PA

A/C Reg. No. N400JL

Time (Lcl) - 1905 EDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - RESIDENCE

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2307      10/20/88      BLUE BELL, PA      A/C Reg. No. N1RU      Time (Lcl) - 1634 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model      - BEECH A24R  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2750  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-360-A1B  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - 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  
ROCHESTER, NY  
Destination  
BLUE BELL, PA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - IFR  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age      - 63  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - BE-A24R

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 478  
Make/Model      - UNK/NR  
Instrument      - 197  
Multi-Eng      - 4  
Last 24 Hrs      - UNK/NR  
Last 30 Days      - UNK/NR  
Last 90 Days      - UNK/NR

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

AFTER FLYING IFR FROM ROCHESTER, NEW YORK TO THE PHILADELPHIA, PENNSYLVANIA AREA, THE PILOT CANCELLED IFR AND FLEW A VFR LEFT TRAFFIC PATTERN FOR RUNWAY 24 AT BLUE BELL AIRPORT. WITNESSES SAID THAT THE AIRPLANE APPEARED LOW AND CLOSE TO THE AIRPORT FOR A DOWNWIND. DURING THE BASE LEG TURN TO THE LEFT THE ANGLE OF BANK INCREASED TO ABOUT SIXTY DEGREES. THE NOSE OF THE AIRPLANE DROPPED AND THE AIRPLANE DESCENDED BELOW THE TREE LINE.

Brief of Accident (Continued)

File No. - 2307

10/20/88

BLUE BELL, PA

A/C Reg. No. N1RJ

Time (Lcl) - 1634 EDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL
  4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2400      10/21/88      EASTON, PA      A/C Reg. No. N56813      Time (Lcl) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-FERRY	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1A5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<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- 060/008 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 3500 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">MANVILLE, NJ</p> <p>Destination</p> <p style="padding-left: 20px;">EASTON, PA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">EASTON</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 1950/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 3500
SE LAND, ME LAND	Months Since - 5	Make/Model - 75
	Aircraft Type - C-172	Instrument - 200
		Multi-Eng - 250
		Last 24 Hrs - 2
		Last 30 Days - 20
		Last 90 Days - 70
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS LANDED 1500 FEET SHORT OF THE RUNWAY AND STRUCK A FENCE. THE PILOT REPORTED A POWER LOSS ON FINAL APPROACH. EXAMINATION OF THE AIRCRAFT DISCLOSED FUEL IN THE TANKS. THE ENGINE WAS TEST RUN SATISFACTORILY. NO EXPLANATION FOR THE REPORTED POWER LOSS COULD BE FOUND.



Brief of Accident (Continued)

File No. - 2400

10/21/88

EASTON, PA

A/C Reg. No. N56813

Time (Lcl) - 0930 EDT

-----  
Occurrence #1      LOSS OF ENGINE POWER  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)  
2. OBJECT - FENCE  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2312      11/14/88      FRANKLIN, PA      A/C Reg. No. N5164K      Time (Lc1) - 1640 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -DESCENT

Aircraft Damage

DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model        - RYAN NAVION A  
Landing Gear       - TRICYCLE-RETRACTABLE  
Max Gross Wt       - 2850  
No. of Seats       - 4

Eng Make/Model - CONTINENTAL E225  
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        - NWS  
Method             - UNK/NR  
Completeness       - UNK/NR

Basic Weather      - VMC

Wind Dir/Speed- 250/007 KTS  
Visibility        - 15.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling    - 15000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation     - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident       - N/A  
Runway Lth/Wid     - N/A  
Runway Surface      - N/A  
Runway Status       - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 62

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	- 4200	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED HEARING THE ENG SPUTTERING AND BACKFIRING DURING WHAT THEY REPORTED WAS A LONG, SLOW TAKEOFF GROUND RUN. THEY STATED THE ENG RPM SEEMED TO DECREASE AS THE ACFT PASSED THE TERMINAL BUILDING IN A SLOW SPEED, HIGH PITCH ATTITUDE. THE ACFT THEN DESCENDED BEHIND TREES. AUTO GAS WAS FOUND IN THE ACFT FUEL SYSTEM AND NO SUPPLEMENTAL TYPE CERTIFICATE (STC) FOR AUTO GAS WAS FOUND FOR THE ACFT. POST ACCIDENT INSPECTION REVEALED THE #2 EXHAUST VALVE WAS VISIBLY WARPED. THE #3 EXHAUST VALVE GUIDE WAS BROKEN AND MOVED WITH THE STEM AS IT WAS REMOVED FROM THE CYLINDER. THE #4 EXHAUST VALVE WAS ALSO TIGHT IN THE GUIDE. COMPRESSION WAS CHECKED AND THE #2 CYLINDER COMPRESSION WAS ZERO.

Brief of Accident (Continued)

File No. - 2312

11/14/88

FRANKLIN, PA

A/C Reg. No. N5164K

Time (Lcl) - 1640 EST

Occurrence #1      LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. FLUID, FUEL GRADE - IMPROPER
2. ENGINE ASSEMBLY, VALVE, EXHAUST - BENT
3. ENGINE ASSEMBLY, VALVE, EXHAUST - BINDING(MECHANICAL)
4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
5. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF  
6. STALL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2330      11/15/88      LATROBE, PA      A/C Reg. No. N30FA      Time (Lcl) - 1240 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During	-TAXI						

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	W. MIFFLIN, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LATROBE, PA	WESTMORELAND CO.
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7001/ 100
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- 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 - 63
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - C-152	Make/Model- 3
		Last 30 Days- 0
		Instrument- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS UNDER THE CONTROL OF A RECENTLY CERTIFICATED PRIVATE PILOT, TAXIING FOR DEPARTURE. HE SAID HE WAS TAXIING 6-8 MPH AND WHEN HE TRIED THE BRAKES THE LEFT ONE FAILED AND THE RIGHT WORKED, VEERING THE AIRCRAFT OFF THE TAXIWAY AND DOWN AN EMBANKMENT. THE FAA SUBMITTED A DRAWING SHOWING THAT THE AIRCRAFT LEFT 31 FEET OF SKID MARKS ON THE RUNWAY AND SLID AN ADDITIONAL 42 FEET ON A GRASSY AREA PRIOR TO GOING DOWN THE EMBANKMENT. WHEN THE AIRCRAFT WAS EXAMINED IT WAS NOTED THAT THE BRAKE PEDALS WOULD BLEED DOWN IF SLIGHT PRESSURE WAS HELD ON THEM. HOWEVER, THEY WOULD RECOVER WITH ONE PUMP OF THE BRAKES. THE PILOT HAD 2.5 HOURS IN MAKE AND MODEL WITH 1.1 HOURS AS PILOT IN COMMAND. THE FAA EXAMINER WHO FLEW WITH THIS PLT ON 2-5-88 FOR HIS PRIVATE PLT CHECKRIDE MADE A CRITICISM THAT THE PLT TAXIED TOO FAST.

Brief of Accident (Continued)

File No. - 2330

11/15/88

LATROBE, PA

A/C Reg. No. N30FA

Time (Lc1) - 1240 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

1. TAXISPEED - EXCESSIVE - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      TAXI - TO TAKEOFF

----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. - 2228      11/19/88      GANS, PA      A/C Reg. No. N2153U      Time (Lcl) - 1207 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-DESCENT	NONE	Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28RT-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	- 6	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	JEANNETTE, PA		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- IMC	JACKSONVILLE, PA		
Wind Dir/Speed	- UNK/NR		Runway Ident	- N/A
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 200 FT SCATTERED	Type of Flight Plan	Runway Surface	- N/A
Lowest Ceiling	- 4000 FT BROKEN	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- RAIN			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 1513	Last 24 Hrs - 0
SE LAND	Months Since - 1	Make/Model - 539	Last 30 Days - 21
	Aircraft Type - PA-28	Instrument - 152	Last 90 Days - 26
		Multi-Eng - 0	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG A WX BRIEFING BEFORE TAKEOFF, THE PLT WAS ADZD OF ICE PELLETS, CLEAR ICING & MODERATE TO SEVERE TURBC IN WESTERN PENNSYLVANIA. AFTER TAKEOFF, HE OBTAINED AN IFR CLNC AT 1144 EST & WAS EVENTUALLY CLRD TO CLIMB TO 13,000'. THE PLT INQUIRED ABOUT THE CLOUD TOPS & WAS ADZD THEY WERE IN EXCESS OF FL 280. AT 1202 EST, WHILE CLIMBING THRU APRX 11,800', THE PLT REQUESTED CLNC TO RETURN TO THE DEPARTURE ARPT. HE WAS CLRD TO TURN TO 090 DEG, WHILE ATC WAS COORDINATING AN IFR CLNC BACK TO THE ARPT. AT 1203 EST, THE PLT WAS ASKED IF HE WAS HAVING ANY DIFFICULTY & HE REPLIED THAT HE WAS PICKING UP ICE & WAS HAVING A PROBLEM WITH HIS ATTITUDE INDICATOR. AT APRX 1204, THE PLT WAS GIVEN A FREQ CHANGE, & SHORTLY THEREAFTER, RADIO & RADAR CONTACT WERE LOST. BEFORE THE ACFT CRASHED, A WITNESS SAW IT TUMBLING WITH ONE WING MISSING. THE LEFT WING & PIECES OF THE EMPENNAGE WERE FOUND APRX 1/2 TO 1-1/4 MI FROM THE WRECKAGE WITH EVIDENCE OF POSITIVE OVERLOAD.

Brief of Accident (Continued)

File No. - 2228

11/19/88

GANS,PA

A/C Reg. No. N2153U

Time (Lcl) - 1207 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - ICING CONDITIONS
3. WEATHER CONDITION - TURBULENCE IN CLOUDS

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

4. WING - ICE
5. FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - FAILURE, PARTIAL
6. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
7. SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. WING - OVERLOAD
10. WING - SEPARATION
11. STABILIZER - OVERLOAD
12. STABILIZER - SEPARATION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6,8

Factor(s) relating to this accident is/are finding(s) 2,3,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2336      11/25/88      ERWINNA, PA      A/C Reg. No. N8572V      Time (Lcl) - 1155 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL					
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1	1
Accident Occurred During	-LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model	- BELLANCA 7ECA	Eng Make/Model	- LYCOMING O-235-C	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 115 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	ERWINNA, PA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- CALM		Runway Ident	- N/A
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 2755	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 6	Make/Model - 145	Last 30 Days - 78
GLIDER	Aircraft Type - C-172	Instrument - 65	Last 90 Days - 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS PRACTICING A FORCED LANDING AND WHEN POWER WAS APPLIED FOR A GO-AROUND THERE WAS NO RESPONSE. THE CFI TOOK CONTROL OF THE AIRCRAFT FROM THE PRIVATE PILOT UNDER INSTRUCTION AND GUIDED THE AIRCRAFT TO A FORCED LANDING IN A TREE LINE. POST CRASH EXAMINATION OF THE AIRCRAFT DISCLOSED THE CARBURETOR AND CARBURETOR HEAT BOX WERE COVERED WITH WATER DROPLETS AND WATER WAS ON THE LOWER COWLING.



Brief of Accident (Continued)

File No. - 2336

11/25/88

ERWINNA,PA

A/C Reg. No. N8572V

Time (Lc1) - 1155 EST

-----  
Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. FUEL SYSTEM,CARBURETOR - ICE
  3. 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 - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2327      12/11/88      NEW ALEXANDRIA, PA      A/C Reg. No. N3820H      Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - MOONEY M20J  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A3B6D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/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 -  
Visibility - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
COLLEGE STATION, PA  
Destination  
PITTSBURGH, PA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, ATP  
SE LAND, ME LAND

Age - 46  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - LR-35A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 12800	Last 24 Hrs	- 0
Make/Model	- 780	Last 30 Days	- 39
Instrument	- 1340	Last 90 Days	- 122
Multi-Eng	- 10700		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS CRUISING AT 3500 FEET WHEN IT LOST POWER AND MADE A FORCED LANDING ON A ROAD. IT STRUCK A POTHOLE DURING LANDING ROLLOUT AND DIRECTIONAL CONTROL WAS LOST WITH THE AIRCRAFT RECEIVING SUBSTANTIAL DAMAGE. ON SCENE INVESTIGATION BY THE FAA SHOWED THE GASCOLATOR FULL OF ICE AND THE RIGHT FUEL DRAIN WAS FROZEN. LATER THE AIRCRAFT WAS WARMED UP IN A HANGAR AND 1/2 GALLON OF WATER WAS REMOVED FROM THE RIGHT WING. WATER WAS ALSO FOUND IN THE ENGINE FUEL CONTROL INLET SCREEN.

Brief of Accident (Continued)

File No. - 2327

12/11/88

NEW ALEXANDRIA, PA

A/C Reg. No. N3820H

Time (Lcl) - 1700 EST

-----  
Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - WATER
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
  4. TERRAIN CONDITION - ROADWAY/HIGHWAY
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2207      12/22/88      FRANKLIN TWP,PA      A/C Reg. No. N244RM      Time (Lcl) - 0838 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	2	0	0	0
ON GROUND	Pass	0	0	0	0

Type of Operation -CHECK FLT  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - CESSNA 414  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6350  
No. of Seats - 8

Eng Make/Model - CONTINENTAL TS10-520(NB)      ELT Installed/Activated - YES/YES  
Number Engines - 2      Stall Warning System - YES  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 080/005 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling - 2300 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ERIE,PA  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ERIE  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - VFR  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 29  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - C-402C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1712
Make/Model-	154
Instrument-	181
Multi-Eng -	434
Last 24 Hrs -	1
Last 30 Days-	30
Last 90 Days-	120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKEOFF, THE CREW INDCD THE FLT WOULD BE FOR "CHECK RIDES" & THAT THEY PLANNED TO "SHOOT APPROACHES" & PROCEED TO THE PRACTICE AREA TO DO SOME AIRWORK. ATC ADVISED THE PLTS THAT THE CLOUD BASES WERE AT 3500 FEET MSL. ELEVATION OF THE TERRAIN (WHERE THE ACFT SUBSEQUENTLY CRASHED) WAS 1225 FEET. PRIOR TO THE ACDNT, WITNESSES SAW THE ACFT CIRCLING IN A STEEP TURN AT LOW ALTITUDE. ONE WITNESS RPRTD IT WAS CIRCLING AS IF TO LAND. SUBSEQUENTLY, IT IMPACTED IN A STEEP NOSE DOWN, SLIGHT LEFT WING LOW, ATTITUDE. SEVERAL WITNESSES RPRTD THAT ONE OR BOTH ENGS SPUTTERED BEFORE THE ACFT CRASHED; HOWEVER, AN EXAM OF THE ENGS REVEALED NO INDCN OF A PREIMPACT MALFUNCTION OR FAILURE. AN EXAM OF THE AIRFRAME REVEALED THE LANDING GEAR WAS IN THE EXTENDED POSITION WHEN THE ACFT CRASHED. EXAM OF THE PROPS INDICATED THAT BOTH ENGS WERE PRODUCING AN EQUAL AMOUNT OF POWER. THE AIRWORK TO BE COMPLETED INCLUDED STEEP TURNS, STALLS, AND FLIGHT AT MINIMUM CONTROL AIRSPEED.

Brief of Accident (Continued)

File No. - 2207

12/22/88

FRANKLIN TWP, PA

A/C Reg. No. N244RM

Time (Lcl) - 0838 EST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. WEATHER CONDITION - CLOUDS
  2. MANEUVER - IMPROPER - PILOT IN COMMAND
  3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
  4. SUPERVISION - INADEQUATE - CHECK PILOT
- 

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) 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. - 2363      12/23/88      38.54N, 173.24W,PD      A/C Reg. No. N146UA      Time (Lcl) - 0030 HST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-UNITED AIRLINES	NONE		Fatal		Injuries	
Type of Operation	-SCHEDULED,INTL,PAX/CARGO	Fire	Crew	0	1	Serious	Minor
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	12
Accident Occurred During	-CRUISE						208

-----Aircraft Information-----

Make/Model	- BOEING 747SP-21	Eng Make/Model	- P&W JT-9D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 360000	Engine Type	- TURBOFAN		
No. of Seats	- 331	Rated Power	- 40000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	NORITA			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- UNK/NR	SAN FRANCISCO,CA		Runway Ident	- N/A
Wind Dir/Speed	- UNK/NR			Runway Lth/Wid	- N/A
Visibility	- 50.0 SM	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- IFR	Runway Status	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- IFR		
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE				
Condition of Light	- DAWN				

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 22735	Last 24 Hrs - 13
SE LAND,ME LAND	Months Since - 1	Make/Model- 810	Last 30 Days- UNK/NR
	Aircraft Type - B-747	Instrument- UNK/NR	Last 90 Days- 40
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UNITED AIRLINES FLT 820 WAS ENRTE FROM NORITA, JAPAN TO SAN FRANCISCO, CA. AT FLT LVL 380 SEVERE CLEAR AIR TURBULENCE WAS ENCOUNTERED. THREE CABIN CREW MEMBERS WERE THROWN TO THE CEILING, TWO OF WHOM WERE INJURED, ONE SUSTAINING A FRACTURED LEG. THE FLT DIVERTED TO HONOLULU AND LANDED WITHOUT INCIDENT. BOTH FLT AND CABIN CREW REPORTED THAT THERE HAD BEEN NO WARNING OF ANY IMPENDING TURBULENCE PRIOR TO ABRUPTLY ENCOUNTERING THE TURBULENCE THAT CAUSED THE INJURIES, AND THAT THE SEAT BELT SIGN WAS TURNED OFF.

Brief of Accident (Continued)

File No. - 2363

12/23/88

38.54N, 173.24W,PO

A/C Reg. No. N146UA

Time (Lcl) - 0030 HST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE,CLEAR AIR
2. METEOROLOGICAL SERVICE - INADEQUATE - OTHER PERSON
3. SEAT BELT SIGN - NOT USED -
4. SEAT BELT - NOT USED -

-----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. - 2201      10/02/88      SILERTON, TN      A/C Reg. No. N6176K      Time (Lcl) - 1245 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MILLINGTON, TN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CENTERVILLE, TN	Runway Ident - N/A
Wind Dir/Speed- 340/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 55
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 48
		Last 30 Days- 4
		Instrument- 1
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A VFR X-COUNTRY FLT. SHE RPRTD THAT AFTER LEVELING AT 2000', THE ENG BEGAN RUNNING ROUGH & THE RPM DROPPED FROM 2400 TO ABOUT 2000 RPM. THE ACFT WOULD NOT MAINT ALT. THE STUDENT SAID SHE APPLIED CARB HEAT WHEN THE ACFT WAS AT ABOUT 1300' & THE RPM WAS ABT 1700. SHE ELECTED TO LAND WHILE THE ENG STILL HAD PWR. HOWEVER, WHILE LANDING IN A PLOWED FIELD, THE ACFT NOSED OVER AS IT SLOWED DOWN. WHEN THE ACFT WAS EXAMINED AFTER THE ACDNT, NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE TEMP & DEW POINT WERE 74 & 55 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, CONDS WERE CONDUCIVE TO CARB ICE.



Brief of Accident (Continued)

File No. - 2201

10/02/88

SILERTON, TN

A/C Reg. No. N6176K

Time (Lc1) - 1245 CDT

-----  
Occurrence #1      LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. CARBURETOR HEAT - DELAYED - PILOT IN COMMAND
  3. FUEL SYSTEM, CARBURETOR - ICE
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2225      10/30/88      MEMPHIS,TN      A/C Reg. No. N918RW      Time (Lcl) - 1133 CST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier	NORTHWEST AIRLINES	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	4
Flight Conducted Under	14 CFR 121	NONE	Pass 0	0	0	38
Accident Occurred During	TAXI		Other 0	0	0	2

-----Aircraft Information-----

Make/Model	MCDONNELL DOUGLAS DC-9-31	Eng Make/Model	P&W JT8D	ELT Installed/Activated	YES/NO
Landing Gear	TRICYCLE-RETRACTABLE	Number Engines	2	Stall Warning System	YES
Max Gross Wt	108000	Engine Type	TURBOFAN		
No. of Seats	103	Rated Power	14500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - UNK/NR	COLUMBUS, OH	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MEMPHIS INTL
Wind Dir/Speed - 020/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - N/A	Type of Clearance - UNK/NR	Runway Surface - UNK/NR
Lowest Ceiling - 4600 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
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, ATP	Current - YES	Total - 9750
SE LAND, ME LAND	Months Since - 3	Make/Model - 5000
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - 8200
		Last 24 Hrs - 6
		Last 30 Days - 67
		Last 90 Days - 128
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING TAXIED TO THE GATE WHEN ITS RIGHT WINGTIP STRUCK A CATERING TRUCK THAT HAD BEEN DRIVEN OFF OF THE DESIGNATED DRIVING LANES & PARTIALLY ONTO THE TAXIWAY. THE FLT CREW RPRTD THAT THE TRUCK WAS TRAVELING IN THE SAME DIRECTION WITHIN THE DESIGNATED DRIVING LANES WHEN THEY LAST OBSERVED IT. SHORTLY AFTER THE COCKPIT AREA OF THE ACFT PASSED THE TRUCK, THEY FELT AN IMPACT. WITNESSES RPRTD THE TRUCK LEFT THE DRIVING LANES AS THE DRIVER WAS MANEUVERING AROUND OTHER GROUND VEHICLES THAT WERE OBSTRUCTING THE DRIVING LANES. FAA & ARPT RULES REQUIRED THAT VEHICLES DRIVERS OBTAIN PERMISSION FROM THE TOWER BEFORE CROSSING OR OPERATING ON RUNWAYS OR TAXIWAYS. ALSO, ARPT RULES STATED THAT VEHICLE DRIVERS SHALL YIELD TO TAXIING ACFT.

Brief of Accident (Continued)

File No. - 2225

10/30/88

MEMPHIS, TN

A/C Reg. No. N918RW

Time (Lcl) - 1133 CST

-----  
Occurrence #1      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

1. OBJECT - VEHICLE
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - DRIVER OF VEHICLE

-----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. - 2290      1/10/88      DFW AIRPORT, TX      A/C Reg. No. N142AA      Time (Lcl) - 0728 CST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-AMERICAN AIRLINES	NONE						
Type of Operation	-SCHEDULED, INTL, PASSENGER	Fire	Crew	Fatal	0	0	0	13
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	1	0	277
Accident Occurred During	-STANDING							

-----Aircraft Information-----

Make/Model	- MCDONNELL DOUGLAS DC-10	Eng Make/Model	- GE CF6	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 555000	Engine Type	- TURBOFAN		
No. of Seats	- 313	Rated Power	- 52500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELETYPE	HONOLULU, HI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DFW
Wind Dir/Speed - UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 23000
SE LAND, ME LAND	Months Since - 6	Make/Model - 1820
	Aircraft Type - DC-10	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 155
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DEPLANING, A PASSENGER (PAX) FROM THE 1ST ROW OF THE CABIN WAS REMOVING CARRY-ON LUGGAGE FROM A COMPARTMENT IN THE FORWARD BULKHEAD, ADJACENT TO THE 1L ENTRY DOOR, AS OTHER PAX WERE EXITING VIA THE 2L DOOR. NONE OF THE FLT ATTENDANTS WERE MONITORING THE FORWARD (1L) DOOR, WHICH WAS NOT IN COMPLIANCE WITH COMPANY PROCEDURES. UNEXPECTEDLY, A GATE AGENT OPENED THE 1L DOOR FROM THE OUTSIDE. AS IT MOVED INWARD & UPWARD, THE PAX'S HEAD & LEFT SHOULDER WERE CAUGHT BETWEEN THE DOOR & THE FORWARD BULKHEAD, CAUSING HIM TO BE CARRIED UP WITH THE DOOR. HE THEN FELL TO THE CABIN FLOOR AS THE DOOR WENT FULLY OPEN, SUSTAINING A FRACTURED ARM. THE COMPARTMENT WAS NORMALLY USED BY CREW ONLY, BUT WAS UTILIZED IN THIS CASE DUE TO LACK OF OTHER SPACE.

Brief of Accident (Continued)

File No. - 2290

1/10/88

DFW AIRPORT, TX

A/C Reg. No. N142AA

Time (Lcl) - 0728 CST

-----  
Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation STANDING - ENGINE(S) NOT OPERATING

Finding(s)  
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - FLIGHT ATTENDANT

-----  
----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. - 2262      1/18/88      TEMPLE, TX

A/C Reg. No. N3804X

Time (Lcl) - 0852 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -APPROACH

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model    - BEECH V35B  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 3400  
No. of Seats   - 5

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- 160/005 KTS  
Visibility     - .063 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling   - 100 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation   - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
BIG SPRING, TX  
Destination  
TEMPLE, TX

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance   - IFR  
Type Apch/Lndg      - ILS-COMPLETE

Airport Proximity  
ON AIRPORT

Airport Data

DRAUGHON MILLER MUNI  
Runway Ident    - 15  
Runway Lth/Wid   - 6301/ 150  
Runway Surface   - ASPHALT  
Runway Status    - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND

Age - 68  
Biennial Flight Review  
Current        - YES  
Months Since   - 2  
Aircraft Type   - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 17410  
Make/Model- 1600  
Instrument- 2690  
Multi-Eng - 4810  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE TO AUSTIN, TX, THE PLT CHANGED HIS DESTN TO TEMPLE, TX, DUE TO DETERIORATING WX AT AUSTIN. HOWEVER, THE WX AT TEMPLE WAS ALSO DETERIORATING. WHILE DESCENDING TOWARD TEMPLE, HE WAS ADVISED OF A SPL WX OBSERVATION WHICH RPRTD INDEFINITE CEILING 200', SKY OBSCURED, VIS 1/16 MI WITH FOG, WIND FROM 150 DEG AT 7 KTS. THE PLT ELECTED TO FLY AN ILS RWY 15 APCH WHICH HAD MINIMUMS OF 200' CEILING & 1/2 MI VIS. AT 0847 CST, AS THE PLT WAS BEGINNING THE APCH, ANOTHER WX OBSERVATION WAS TAKEN. IT RPRTD AN INDEFINITE CEILING OF 100', VIS 1/16 MI WITH FOG. ACCORDING TO THE PLT, THE FLT WAS NORMAL UNTIL THE MISSED APCH WAS INITIATED, THEN WAS "SLOW ON GO, HIT TAIL ON PITCH UP." AT THAT TIME, THE ACFT CONTACTED THE TERRAIN ABOUT 120' SHORT OF THE RWY, DAMAGING THE TAIL CONE & AFT FUSELAGE, BUT THE ACFT CONTD FLYING. THE PLT THEN DIVERTED & LANDED WITHOUT FURTHER INCIDENT AT BROWNWOOD, TX, WHERE VFR CONDS PREVAILED.

Brief of Accident (Continued)

File No. - 2262

1/18/88

TEMPLE, TX

A/C Reg. No. N3804X

Time (Lcl) - 0852 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - OBSCURATION
4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
6. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
7. DECISION HEIGHT - NOT MAINTAINED - PILOT IN COMMAND
8. MISSED APPROACH - DELAYED - PILOT IN COMMAND

-----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) 4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2306      2/16/88      BON-WIER, TX      A/C Reg. No. N48265      Time (Lcl) - 1800 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries				
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-POSITIONING	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- HILLER UH-12-D	Eng Make/Model	- LYCOMING VO-540-C2A	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2750	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	BON-WIER, TX	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	Type Apch/Lndg	- 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 - 7013	Last 24 Hrs - 3
	Months Since - 8	Make/Model - 3619	Last 30 Days - 3
HELICOPTER	Aircraft Type - UH-12-D	Instrument - 43	Last 90 Days - 8
		Multi-Eng - 0	Rotorcraft - 7013

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT WAS BEING POSITIONED ONTO A TRANSPORT TRAILER AFTER LANDING. A GRND CREWMEMBER SECURED THE LEFT REAR SKID TO THE TRAILER BY MEANS OF A HOLDING PIN. HE THEN PROCEEDED TO SECURE THE RIGHT FRONT SKID (IN FRONT OF THE PILOT). THE RIGHT FRONT SKID WAS MISALIGNED AND THE CREWMEMBER COULD NOT SECURE THE PIN. THE BRIEFED PROCEDURE FOR SECURING THE ACFT TO THE TRAILER WAS FOR THE CREWMEMBER TO PIN THE RIGHT FRONT SKID FIRST, SO THAT THE PILOT WOULD KNOW THAT HE WAS PARTIALLY SECURED TO THE TRAILER. UPON SEEING THAT THE CREWMEMBER WAS HAVING DIFFICULTY PINNING THE RT FRONT SKID, THE PLT ATTEMPTED TO LIFT OFF AND REPOSITION THE ACFT. AS PWR WAS APPLIED, THE ACFT ROTATED ABOUT THE LEFT REAR SKID AND THE TAIL ROTOR STRUCK THE GROUND. IT SUBSEQUENTLY SPUN AND ROLLED, COMING TO REST INVERTED.



Brief of Accident (Continued)

File No. - 2306

2/16/88

BON-WIER, TX

A/C Reg. No. N48265

Time (Lcl) - 1800 CST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation   TAKEOFF

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - GROUND PERSONNEL
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - GROUND PERSONNEL
  3. CREW/GROUP COORDINATION - POOR -
- 

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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2288      3/03/88      MIDLAND, TX      A/C Reg. No. N8496P      Time (Lcl) - 1400 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -CRUISE

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
1  
1

-----Aircraft Information-----

Make/Model      - PIPER PA-24-400  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3600  
No. of Seats      - 5

Eng Make/Model      - LYCOMING IO-720-A1A  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 400 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - FULL

Basic Weather      - IMC  
Wind Dir/Speed-      UNK/NR  
Visibility      - UNK/NR

Lowest Sky/Clouds      - N/A  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision-      UNK/NR  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
EL PASO, TX  
Destination  
DALLAS, TX

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

REDBIRD  
Runway Ident      - 31  
Runway Lth/Wid      - 5452/ 150  
Runway Surface      - CONCRETE  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND, SE SEA

Age - 46

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total      - 2050  
Make/Model-      170  
Instrument-      170  
Multi-Eng -      250  
Last 24 Hrs -      10  
Last 30 Days-      UNK/NR  
Last 90 Days-      58

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT WHILE HE WAS CRUISING AT 13,000 FT ON AN IFR FLT, THE ACFT WAS SKIMMING THE TOPS OF RAGGED CUMULUS BUILD-UPS. HE ESTIMATED THE ACFT WAS APRX 200 TO 300 FT BELOW THE TOP OF ONE SUCH CLOUD WHEN SEVERE TURBULENCE WAS ENCOUNTERED. DURING THE ENCOUNTER, A 1500 TO 2000 FT LOSS OF ALTITUDE OCCURRED & THE ACFT WAS SUBSTANTIALLY DAMAGED. AFTER THE OCCURRENCE THE PLT NOTED THE "GEAR UP" LIGHT WAS NOT ILLUMINATED, THE AIRSPEED INDICATOR WAS INOP, & SOME RIVETS WERE POPPED ON THE WINGS. AT THE DESTINATION, HE WAS UNABLE TO EXTEND THE LANDING GEAR WITH EITHER THE NORMAL OR EMERGENCY SYSTEMS. HE THEN DIVERTED TO REDBIRD ARPT & MADE A WHEELS-UP LANDING WHICH RESULTED IN MINIMAL ADDITIONAL DAMAGE. THE PRE-FLT WX BRIEFING CALLED FOR TURBULENCE ALONG THE ROUTE WITH OCCASIONAL LIGHT TO MODERATE ACTIVITY BELOW 8000 FT. THE PLT RPRTD HE EXPERIENCED SMOOTH CONDITIONS PRIOR TO THE ACDNT. AFTER THE ACFT WAS PLACED ON JACKS & THE LANDING GEAR MOTOR RELEASE HANDLE WAS "JIGGLED," THE NORMAL & EMERGENCY GEAR EXTENSION SYSTEMS OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 2288

3/03/88

MIDLAND, TX

A/C Reg. No. N8496P

Time (Lcl) - 1400 CST

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE IN CLOUDS
- 

Occurrence #2        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    CRUISE

Finding(s)

2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -
  3. WING, SKIN - OVERLOAD
  4. LANDING GEAR, GEAR LOCKING MECHANISM - JAMMED
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

5. WHEELS UP 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. - 2385

3/06/88

ARLINGTON, TX

A/C Reg. No. N63739

Time (Lcl) - 0855 CST

-----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 - FAIRCHILD M-62C  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2900  
No. of Seats - 2

Eng Make/Model - CONTINENTAL W-670-6A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 220 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 - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAGINAW, TX  
Destination  
GRAND PRAIRIE, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 51  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	1297	Last 24 Hrs -	1
Make/Model-	302		Last 30 Days-	UNK/NR
Instrument-	18		Last 90 Days-	9
Multi-Eng -	26		Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT AT 1,800 FEET MSL THE PILOT EXPERIENCED AN ENGINE VIBRATION AND THEN OBSERVED A PIECE OF METAL DEPART THE AIRPLANE. THE ENGINE QUIT PRODUCING POWER AND A FORCED LANDING WAS PERFORMED IN A HIGHLY POPULATED RESIDENTIAL AREA IN A SOFTBALL FIELD, SURROUNDED BY A WIRE FENCE. TOUCHDOWN OCCURRED ON THE MAIN LANDING GEAR IN GRASS, FOLLOWED ALMOST IMMEDIATELY BY A NOSE OVER TO THE INVERTED POSITION. THE NUMBER SIX CYLINDER, AND PIECES OF ITS PISTON, WERE FOUND AT THE SCENE SEPARTATED FROM THE RADIAL ENGINE ASSEMBLY.

Brief of Accident (Continued)

File No. - 2385

3/06/88

ARLINGTON, TX

A/C Reg. No. N63739

Time (Lcl) - 0855 CST

-----  
Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - SEPARATION  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2243      3/25/88      DECATUR, TX      A/C Reg. No. N411AE      Time (Lcl) - 0830 CST

-----Basic Information-----

Type Operating Certificate-COMMUTER

Type of Operation            -FERRY  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire                          NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	2
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model        - BRITISH AEROSPACE BAE-3101  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 15212  
No. of Seats       - 21

Eng Make/Model   - AIRESEARCH TPE-331  
Number Engines   - 2  
Engine Type       - TURBOPROP  
Rated Power       - 900 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - COMPANY  
Method            - IN PERSON  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed-   360/007 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  
WICHITA FALLS, TX  
Destination  
DALLAS, TX

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      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
ATP, CFI  
SE LAND, ME LAND

Age - 33

Biennial Flight Review

Current            - YES  
Months Since      - 4  
Aircraft Type      - BAE3101

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	4841	Last 24 Hrs	-	6
Make/Model	-	2100	Last 30 Days	-	75
Instrument	-	540	Last 90 Days	-	246
Multi-Eng	-	3207	Rotorcraft	-	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COPLT WAS FLYING THE ACFT AS IT WAS BEING FERRIED AFTER MINOR MAINTENANCE. AS THEY WERE IN A DESCENT AND WERE APCHG THE DESTN ARPT, THE CAPT NOTED A LEFT ENG TORQUE FLUCTUATION OF 20% TO 30% & ELECTED TO SECURE THE ENG, ALTHOUGH NO YAWING WAS NOTICED. DRG SHUTDOWN, THE LEFT PROP DID NOT FEATHER & DRAG INCREASED UNTIL THE ACFT WOULD NOT SUSTAIN LEVEL FLT. AN ATTEMPTED RESTART OF THE LEFT ENG WAS UNSUCCESSFUL, SO THE CAPT TRIED TO FEATHER IT AGAIN. HOWEVER, THE LEFT PROP STILL DID NOT FEATHER. SUBSEQUENTLY, THE PLTS WERE FORCED TO LAND IN AN OPEN FIELD ON UNEVEN TERRAIN & THE ACFT WAS DAMAGED. AN EXTENSIVE INVESTIGATION WAS MADE, BUT NO CAUSE COULD BE FOUND FOR THE TORQUE FLUCTUATION, NOR COULD THE CONDITION BE DUPLICATED, HOWEVER, THE INVESTIGATION DID NOTE THAT THE AIR & GROUND PROCEDURES FOR ENG SHUTDOWN WERE SIMILAR. A VARIATION IN THE GROUND SHUTDOWN PROCEDURES ALLOWED FOR ENGAGEMENT OF THE START LATCHES.

Brief of Accident (Continued)

File No. - 2243

3/25/88

DECATUR, TX

A/C Reg. No. N411AE

Time (Lcl) - 0830 CST

-----  
Occurrence #1        LOSS OF ENGINE POWER  
Phase of Operation    DESCENT - NORMAL

Finding(s)  
1. 1 ENGINE -  
2.    UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s):  
3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND  
4. PROPELLER FEATHERING - NOT ATTAINED - PILOT IN COMMAND  
5.    HABIT INTERFERENCE - PILOT IN COMMAND  
-----

Occurrence #3        ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation    LANDING - ROLL

Finding(s)  
6. TERRAIN CONDITION - NONE SUITABLE  
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) 3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2249      5/29/88      EL PASO, TX      A/C Reg. No. N5333N      Time (Lcl) - 1045 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AEROBATIC	1	0	0	0
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-MANEUVERING	0	0	0	0

Type of Operation            -AEROBATIC  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During   -MANEUVERING

Fire                                  Crew  
NONE                                 Pass

-----Aircraft Information-----

Make/Model      - AEROTEK PITTS S2S  
Landing Gear    - TAILWHEEL-ALL FIXED  
Max Gross Wt    - 1575  
No. of Seats     - 1

Eng Make/Model - LYCOMING IO-540-K  
Number Engines - 1  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 300 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- 250/009 KTS  
Visibility        - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling    - NONE  
Obstructions to Vision- NONE  
Precipitation     - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance    - NONE  
Type Apch/Lndg       - NONE

Airport Proximity  
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  
GLIDER

Age - 29  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - S2S

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 828      Last 24 Hrs - UNK/NR  
Make/Model- 7      Last 30 Days- UNK/NR  
Instrument- 14      Last 90 Days- UNK/NR  
Multi-Eng - 4      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON AN AEROBATIC DEMONSTRATION FLT. AS HE WAS COMPLETING AN OVER-THE-TOP MANEUVER, THE ACFT HIT THE GROUND AT HIGH SPEED, THEN TUMBLED INTO A LAKE BEFORE COMING TO REST. WITNESSES RPRTD THAT THE PLT HAD BEEN CONSISTENTLY TERMINATING HIS MANEUVERS AT A VERY LOW ALTITUDE THROUGHOUT THE DEMONSTRATION.



Brief of Accident (Continued)

File No. - 2249

5/29/88

EL PASO, TX

A/C Reg. No. N5333N

Time (Lc1) - 1045 MDT

-----  
Occurrence #1      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED -
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3.      OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2256      6/26/88      ANSON, TX      A/C Reg. No. N2889N      Time (Lcl) - 1447 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 2	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 2	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-236	Eng Make/Model - LYCOMING O-540-J3A5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ABILENE, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LUBBOCK, TX	
Wind Dir/Speed- 310/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1200 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 760
SE LAND	Months Since - 5	Make/Model- UNK/NR
	Aircraft Type - PA-28	Instrument- 223
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ENCOUNTERED FORECAST TSTMS EN ROUTE. AT 1430 CDT, THE PLT HAD RPTD 2400 FT MSL, CLIMBING TO HIS CRUISE ALTITUDE AT 8000 FT. AT 1440, THE PLT REQUESTED, AND DEVIATION AROUND WEATHER WAS APPROVED. THE PLT DID NOT REPORT FURTHER DIFFICULTY, BUT LOSS OF CONTROL AND AN IN-FLIGHT BREAKUP OF THE ACFT OCCURRED SHORTLY THEREAFTER. WEATHER AND RADAR DATA INDICATE THAT THE AIRPLANE BROKE UP NEAR THE EDGE OF A LEVEL TWO THUNDERSTORM. HEAVY RAIN AND LIGHTNING WERE REPORTED BY LOCAL RESIDENTS. THE OUTBOARD END OF THE LEFT WING AND THE STABILATOR HAD SEPARATED IN-FLIGHT. THE LEFT WING FAILED IN POSITIVE OVERLOAD. ALTHOUGH THE RIGHT WING HAD NOT SEPARATED, IT ALSO REVEALED DAMAGE FM HIGH POSITIVE LOADING. THE STABILATOR FRACTURES INDICATED TORSIONAL OVERLOAD. BOTH PLTS HELD PVT PILOT CERTIFICATES AND WERE INSTRUMENT-RATED.

Brief of Accident (Continued)

File No. - 2256

6/26/88

ANSON, TX

A/C Reg. No. N2889N

Time (Lc1) - 1447 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM, LEVEL II
2. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
3. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation MANEUVERING

Finding(s)

5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
6. SPATIAL DISORIENTATION - PILOT IN COMMAND
7. WING - SEPARATION
8. WING - OVERLOAD
9. HORIZONTAL STABILIZER SURFACE - SEPARATION
10. HORIZONTAL STABILIZER SURFACE - OVERLOAD

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2250      8/01/88      VEGA, TX

A/C Reg. No. N3707Z

Time (Lcl) - 2317 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

ON GROUND

Crew

Pass

0

0

0

0

0

0

1

2

-----Aircraft Information-----

Make/Model - BEECH A36TC

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3650

No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-UB

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 170/015 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

DENVER, CO

Destination

MIDLAND, TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP

SE LAND, ME LAND, SE SEA

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - 25D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5800      Last 24 Hrs - 7

Make/Model- 250      Last 30 Days- 30

Instrument- 2425      Last 90 Days- 130

Multi-Eng - 3750      Rotorcraft - 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS ON A NIGHT CROSS COUNTRY FLIGHT WHEN ENGINE OIL STARTED TO APPEAR ON THE WINDOWS. THE PILOT WAS UNABLE TO GET THE AIRPLANE TO AN AIRPORT BEFORE THE OIL PRESSURE WENT TO ZERO. AFTER LOSS OF OIL PRESSURE, THE ENGINE STARTED TO VIBRATE, AND THE PROPELLER SEPARATED FROM THE ENGINE. WITH NO FORWARD VISIBILITY AND VERY LITTLE SIDE VISIBILITY, THE PILOT MADE A FORCED LANDING ON A HIGHWAY SERVICE ROAD; HOWEVER, DURING THE LANDING ROLL, THE AIRPLANE IMPACTED HIGHWAY SIGNS AND REFLECTORS. THE PILOT SAID THERE WAS A FIRE ON THE HIGHWAY, BEHIND THE AIRPLANE, BUT IT NEVER REACHED THE AIRPLANE. A TEARDOWN OF THE ENGINE REVEALED A FAILURE OF THE CRANKSHAFT THAT WAS INITIATED BY A PRE-EXISTING FATIGUE CRACK. THERE WAS EVIDENCE THAT OPENING OF THE FATIGUE CRACK LED TO GRADUAL LOSS OF LUBRICATING OIL, THEN SEPARATION OF THE PROPELLER.

Brief of Accident (Continued)

File No. - 2250

8/01/88

VEGA, TX

A/C Reg. No. N3707Z

Time (Lc1) - 2317 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE
2. PROPELLER SYSTEM/ACCESSORIES - SEPARATION

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

3. FLUID, OIL - LOSS, TOTAL
4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
5. VISUAL LOOKOUT - RESTRICTED -
6. VISUAL/AURAL PERCEPTION -
7. LIGHT CONDITION - DARK NIGHT
8. OBJECT - SIGN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2271      9/10/88      BRIGGS, TX      A/C Reg. No. N8083      Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	1	0	0
Accident Occurred During	-APPROACH	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- SCHEMPP-HIRTH STANDARD CIRRUS	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- UNK/NR	Number Engines	- N/A	Stall Warning System	- UNK/NR
Max Gross Wt	- 800	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	FAULTLESS FLYER
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident
Visibility	- UNK/NR	Type of Flight Plan	- 16
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 158	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 2	Make/Model - 3	Last 30 Days - 5
GLIDER	Aircraft Type - 233	Instrument - 3	Last 90 Days - 11

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS RPRTD THE GLIDER WAS LOW & SLOW AS IT WAS APPROACHING TO LAND. REPORTEDLY, THE PLT MANEUVERED THE GLIDER INTO A STEEP BANK TO ALIGN IT WITH THE RWY. SUBSEQUENTLY, IT CONTACTED THE TOP WIRE OF A FENCE NEAR THE APCH END OF THE RWY & CRASHED.

Brief of Accident (Continued)

File No. - 2271

9/10/88

BRIGGS, TX

A/C Reg. No. N8083

Time (Lcl) - 1430 CDT

Occurrence #1       UNDERSHOOT  
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2       IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. OBJECT - FENCE

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. - 2261      9/24/88      GEORGETOWN, TX      A/C Reg. No. N187T      Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BINGELIS T-40  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 900  
No. of Seats - 1

Eng Make/Model - CONTINENTAL C-85-12F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 85 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 270/010 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

KITTIE HILL  
Runway Ident - 25  
Runway Lth/Wid - 3250/ 50  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 70  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1801  
Make/Model- 0  
Instrument- 28  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE 70 YR OLD PLT WAS TAKING OFF FROM A TURF RWY ON HIS FIRST FLT IN THE HOME BUILT ACFT. IMMEDIATELY AFTER LIFT-OFF, THE ACFT WENT OUT OF CONTROL & IMPACTED TERRAIN NEXT TO THE RWY. THE WOODEN ACFT WAS EXTENSIVELY DAMAGED BY IMPACT. NO PREIMPACT MECHANICAL FAILURE OF THE ACFT, ENG OR CONTROL SYSTEMS WAS FOUND. WITNESSES RPRTD THE ACFT LIFTED OFF BEFORE IT WAS READY TO FLY.



Brief of Accident (Continued)

File No. - 2261

9/24/88

GEORGETOWN, TX

A/C Reg. No. N187T

Time (Lcl) - 1130 CDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
  2. STALL - INADVERTENT - PILOT IN COMMAND
  3. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      TAKEOFF

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2209      9/28/88      FORT WORTH, TX      A/C Reg. No. N4683R      Time (Lcl) - 1915 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----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	- 2	Rated Power	- 140 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	SYCAMORE
Wind Dir/Speed	ATC/Airspace	Runway Ident
180/012 KTS	Type of Flight Plan	- 17
Visibility	- NONE	Runway Lth/Wid
- 15.0 SM	Type of Clearance	- 3950/ 32
Lowest Sky/Clouds	- NONE	Runway Surface
- 10000 FT SCATTERED	Type Apch/Lndg	- ASPHALT
Lowest Ceiling	- TRAFFIC PATTERN	Runway Status
- NONE	TOUCH AND GO	- DRY
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 116	Last 24 Hrs - 1
SE LAND	Months Since - 7	Make/Model - 1	Last 30 Days - 4
	Aircraft Type - C-172	Instrument - 12	Last 90 Days - 7
		Multi-Eng - 0	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PLT (PIC) WAS FLYING WITH AN INSTRUCTOR (CFI), WHO HAD AN EXPIRED MEDICAL CERTIFICATE. THE CFI STATED HE WAS FLYING AS A SAFETY PLT ONLY. THE PIC EXTENDED HIS DOWNWIND LEG & SUBSEQUENTLY WAS LOW & SLOW ON A LONG FINAL APCH. HE RAISED THE NOSE OF THE ACFT TO CLEAR SOME POWER LINES, THEN THE ACFT DEVELOPED A SINK RATE THAT THE PIC WAS UNABLE TO CORRECT WITH FULL POWER. SUBSEQUENTLY, THE ACFT TOUCHED DOWN SHORT OF THE RWY, HIT A FENCE & WAS DAMAGED. THE CFI SAID HE HAD APPLIED FULL POWER, BUT WAS TOO LATE TO RECOVER BEFORE TOUCHING DOWN. THE PIC HAD ONLY 1 HR IN THIS MAKE & MODEL & WAS UNFAMILIAR WITH ITS GLIDE & LANDING CHARACTERISTICS. ALSO, HE SAID HE WAS SLIGHTLY DISTRACTED BY A TRAIN WHICH WAS APCHG FROM THE OPPOSITE DIRECTION & WAS PASSING THE ARPT ON THE RIGHT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 2209

9/28/88

FORT WORTH, TX

A/C Reg. No. N4683R

Time (Lcl) - 1915 CDT

Occurrence #1           UNDERSHOOT

Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4.     LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - OTHER CREW MEMBER

Occurrence #2           ON GROUND COLLISION WITH OBJECT

Phase of Operation      LANDING

Finding(s)

6. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

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. - 2264      10/06/88      SAN BENITO, TX      A/C Reg. No. N3S      Time (Lcl) - 0915 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - SHAMGAUGH PITTS SPECIAL	Eng Make/Model - LYCOMING O-290-A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 644	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 125 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 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 - FORCED LANDING	Runway Status - N/A
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)
PRIVATE	Current - UNK/NR	Total - 2000
SE LAND	Months Since - UNK/NR	Make/Model- 300
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, THE ENGINE LOST POWER & THE PILOT TRIED TO GLIDE THE AIRPLANE TO AN AIRPORT, BUT WAS UNABLE. HE SELECTED A FIELD FOR AN EMERGENCY LANDING; HOWEVER, DURING THE LANDING, THE AIRPLANE ENCOUNTERED ROUGH TERRAIN & WAS DAMAGED. AN INVESTIGATION REVEALED THAT A FUEL LINE HAD SEPARATED AT THE FIRE WALL, WHICH RESULTED IN THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 2264

10/06/88

SAN BENITO, TX

A/C Reg. No. N3S

Time (Lc1) - 0915 CDT

-----  
Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE

Finding(s)

1. FUEL SYSTEM, LINE FITTING - DISCONNECTED
  2. FLUID, FUEL - STARVATION
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING

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. - 2263      10/08/88      SAN BENITO, TX

A/C Reg. No. N67921

Time (Lcl) - 1415 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -AIRSHOW  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -MANEUVERING

DESTROYED  
Fire  
ON GROUND

Crew  
Pass

Fatal  
1  
0

Serious  
0  
0

Minor  
0  
0

None  
0  
0

-----Aircraft Information-----

Make/Model - DOUGLAS A-20G  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 25200  
No. of Seats - 5

Eng Make/Model - WRIGHT R-2600-23  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 1350 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 210/008 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HARLINGEN, TX  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

RIO GRANDE VALLEY 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)

ATP  
ME LAND

Age - 70

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 26100  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- 4  
Last 90 Days- 10  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE 70 YR OLD PLT WAS FLYING A DOUGLAS A-20 IN A FLT OF 3 ACFT AT AN AIRSHOW (CONFEDERATE AIR FORCE "AIRSHOW 88"). AFTER FLYING ON A SOUTHERLY HDG, THE FLT ENTERED A PROCEDURE TURN WHICH INVOLVED A 90 DEG LEFT TURN TO THE EAST FOLLOWED BY A 270 DEG RGT TURN BACK NORTHBOUND. WHILE MNVRG, THE A-20 ENTERED A RIGHT DESCENDING TURN & SUBSEQUENTLY CRASHED ON LEVEL TERRAIN IN A RELATIVELY WINGS LEVEL DESCENT. THE MAIN WRECKAGE CAME TO REST ABOUT 225' FROM THE INITIAL IMPACT POINT. ACCORDING TO A PATHOLOGICAL RPRT, THE PLT HAD SEVERE CORONARY ARTERIOSCLEROSIS & SUFFERED A HEART ATTACK.

Brief of Accident (Continued)

File No. - 2263

10/08/88

SAN BENITO, TX

A/C Reg. No. N67921

Time (Lcl) - 1415 CDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED -
  2.      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) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2308      11/02/88      HOUSTON, TX      A/C Reg. No. N60819      Time (Lcl) - 0302 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-CONROE AVIATION SERVICES	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	1	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	-APPROACH							

-----Aircraft Information-----

Make/Model	- PIPER 601B	Eng Make/Model	- LYCOMING IO-540-51AS	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 290 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BATON ROUGE, LA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	CONROE, TX	HOUSTON INTERCONTINENTAL
Wind Dir/Speed - 220/005 KTS	ATC/Airspace	Runway Ident - 14L
Visibility - .060 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 12000/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision - FOG	STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 2887
SE LAND, ME LAND	Months Since - 4	Make/Model - 190
	Aircraft Type - PA-31	Instrument - 215
		Multi-Eng - 488
		Last 24 Hrs - 6
		Last 30 Days - 62
		Last 90 Days - 218
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH POWER LINES AND TREES WHILE ON FINAL APPROACH. THE REPORTED WEATHER IMMEDIATELY FOLLOWING THE ACCIDENT WAS AN INDEFINITE CEILING ZERO, SKY OBSCURED, AND VISIBILITY 1/16 OF A MILE IN FOG. NO PREIMPACT FAILURES OR MALFUNCTIONS OF THE AIRCRAFT WERE FOUND. THE PILOT HAD DIVERTED FROM HIS INTENDED DESTINATION DUE TO FOG.



Brief of Accident (Continued)

File No. - 2308

11/02/88

HOUSTON, TX

A/C Reg. No. N60819

Time (Lcl) - 0302 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - OBSCURATION
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. DECISION HEIGHT - BELOW - PILOT IN COMMAND
5. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
6. OBJECT - WIRE, TRANSMISSION
7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2274      11/14/88      AMARILLO, TX      A/C Reg. No. N8547L      Time (Lcl) - 1110 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew	1	0	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	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 - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 250/019 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4300
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE MANEUVERING FOR ANOTHER SWATH RUN, THE AIRCRAFT STALLED AND COLLIDED WITH THE TERRAIN IN A STEEP NOSE DOWN ATTITUDE. A FIRE ERUPTED AND DESTROYED THE AIRCRAFT. NO EVIDENCE OF A MECHANICAL MALFUNCTION WAS FOUND. ABOUT 8 MI WEST AT AMARILLO, TX, THE 1100 CST WIND WAS REPORTED TO BE FROM 250 DEG AT 19 GUSTING 28 KTS.

Brief of Accident (Continued)

File No. - 2274

11/14/88

AMARILLO, TX

A/C Reg. No. N8547L

Time (Lcl) - 1110 CST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2345      11/18/88      FORT WORTH, TX      A/C Reg. No. N63537      Time (Lcl) - 1836 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	2	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 150M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL O-200-A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - IMC  
Wind Dir/Speed- 060/008 KTS  
Visibility      - 2.000 SM  
Lowest Sky/Clouds      - N/A  
Lowest Ceiling      - 300 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
FORT WORTH, TX  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND

Age - 22  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type      - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 368	Last 24 Hrs	- 1
Make/Model-	252	Last 30 Days-	104
Instrument-	56	Last 90 Days-	132
Multi-Eng -	9	Rotorcraft -	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT AND INSTRUCTOR DEPARTED FOR A ONE HOUR LOCAL TRAINING FLIGHT. DURING THE HOUR THE WEATHER DETERIORATED TO AN INDEFINITE THREE HUNDRED FEET, SKY OBSCURED WITH VISIBILITY TWO MILES IN FOG. NO WEATHER BRIEFING WAS OBTAINED PRIOR TO DEPARTURE. THE AIRCRAFT WAS OBSERVED FLYING LOW AND SLOW OVER A HIGHWAY JUST PRIOR TO COLLIDING WITH THE UPPER STATIC LINE OF A POWER LINE AND CRASHING INVERTED ONTO THE WEST BOUND TWO LANES OF A HIGHWAY. NO FAILURES OR MALFUNCTIONS OF THE AIRCRAFT WERE FOUND.

Brief of Accident (Continued)

File No. - 2345

11/18/88

FORT WORTH, TX

A/C Reg. No. N63537

Time (Lc1) - 1836 CST

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE

Finding(s)

1. WEATHER CONDITION - FOG
  2. WEATHER CONDITION - OBSCURATION
  3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND(CFI)
  4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND(CFI)
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

5. OBJECT - WIRE, TRANSMISSION
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    DESCENT - UNCONTROLLED

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2305      12/02/88      ALLEN, TX

A/C Reg. No. N74124

Time (Lcl) - 1545 CST

-----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      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

-----Aircraft Information-----

Make/Model      - BELL 47-D1  
Landing Gear      - SKID  
Max Gross Wt      - 2200  
No. of Seats      - 3

Eng Make/Model - FRANKLIN 6V4-200-C32  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 200 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 15.0      SM  
Lowest Sky/Clouds      - UNK/NR      SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - SIMULATED FORCED LANDING

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 57

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 1100	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 NON-RATED, PRIVATE AIRPLANE PILOT WAS FLYING HIS HELICOPTER IN THE TRAFFIC PATTERN AND PRACTICING POWER RECOVERY AUTOROTATIONS, WHEN ON THE THIRD OR FOURTH ATTEMPT, THE PILOT/OWNER FLARED EXCESSIVELY CAUSING THE TAIL ROTOR BLADES TO STRIKE THE GROUND. THE TAIL ROTOR SYSTEM SEPARATED AND THE HELICOPTER ROLLED OVER RESULTING IN SUBSTANTIAL DAMAGE TO THE MAIN ROTOR SYSTEM AND AIRFRAME.

Brief of Accident (Continued)

File No. - 2305

12/02/88

ALLEN, TX

A/C Reg. No. N74124

Time (Lc1) - 1545 CST

-----  
Occurrence #1        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ROTOR SYSTEM, TAIL ROTOR BLADE - SEPARATION
  2. AUTOROTATION - MISJUDGED - PILOT IN COMMAND
  3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - UNQUALIFIED PERSON
- 

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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2287 12/03/88 PLANO, TX

A/C Reg. No. N7917X

Time (Lcl) - 1752 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	3	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2075  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 10000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
ADDISON, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

DALLAS AIR PARK  
Runway Ident - 16  
Runway Lth/Wid - 3000  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 24  
Biennial Flight Review  
Current - YES  
Months Since - 22  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 600  
Make/Model- 580  
Instrument- 10  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A MULTIPLE LEG X-COUNTRY FLT & LANDED AT AN ALTERNATE ARPT TO ADD "A LITTLE EXTRA FUEL." DUE TO LOCKED PUMPS, FUEL WAS NOT AVAILABLE, SO HE ELECTED TO FLY TO A NEARBY ARPT. HOWEVER, SHORTLY AFTER LIFT-OFF, THE ENG LOST POWER. DURING AN EMERGENCY LANDING IN AN OPEN FIELD, THE NOSE GEAR FAILED & THE ACFT NOSED OVER. THE PLT STATED THAT THE FUEL GAUGES INDICATED THE TANKS WERE ABOUT 1/8 FULL, BUT DURING A POST-ACDNT EXAM, ONLY ABOUT 3 CUPS OF FUEL WAS DRAINED FROM THE TANKS. THE ENG RAN NORMALLY DURING A POST-ACDNT TEST.



Brief of Accident (Continued)

File No. - 2287

12/03/88

PLANO, TX

A/C Reg. No. N7917X

Time (Lcl) - 1752 CST

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

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) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2270      12/12/88      KOUNTZE, TX      A/C Reg. No. N58261      Time (Lcl) - 1418 CST

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-AERIAL APPLICATION	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 133	NONE	Crew 0	0	1	0
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- HUGHES 369D	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3000	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 420 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 350/011 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>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>COMMERCIAL</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - SA-315B</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>- 6000</td> <td>Last 24 Hrs</td> <td>- 4</td> </tr> <tr> <td>Make/Model</td> <td>- 2700</td> <td>Last 30 Days</td> <td>- 50</td> </tr> <tr> <td>Instrument</td> <td>- UNK/NR</td> <td>Last 90 Days</td> <td>- 300</td> </tr> <tr> <td>Multi-Eng</td> <td>- 0</td> <td>Rotorcraft</td> <td>- 5600</td> </tr> </table>	Total	- 6000	Last 24 Hrs	- 4	Make/Model	- 2700	Last 30 Days	- 50	Instrument	- UNK/NR	Last 90 Days	- 300	Multi-Eng	- 0	Rotorcraft	- 5600
Total	- 6000	Last 24 Hrs	- 4															
Make/Model	- 2700	Last 30 Days	- 50															
Instrument	- UNK/NR	Last 90 Days	- 300															
Multi-Eng	- 0	Rotorcraft	- 5600															

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS BEING USED TO DISPENSE FERTILIZER FROM A BUCKET ON A LINE. WHEN THE ENGINE LOST POWER FROM FUEL EXHAUSTION, THE PLT TRIED TO DROP THE BUCKET, BUT IT WOULD NOT RELEASE. SUBSEQUENTLY, THE BUCKET & LINE BECAME TANGLED IN TREES & THE HELICOPTER TOUCHED DOWN HARD ON THE FRONT END OF THE LEFT SKID. THE TAILBOOM WAS CHOPPED OFF & THE HELICOPTER CAME TO REST ON ITS SIDE. THE PLT RPTD THAT DURING THE FLT, HE NOTICED THE FUEL GAUGE READING SEEMED TO STAY AT ABOUT 120 LBS, BUT HE DID NOT SUSPECT A PROBLEM, SINCE HE HAD NEVER HAD A PREVIOUS PROBLEM WITH THE GAUGE.

Brief of Accident (Continued)

File No. - 2270

12/12/88

KOUNTZE, TX

A/C Reg. No. N58261

Time (Lcl) - 1418 CST

Occurrence #1      LOSS OF ENGINE POWER  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FUEL SYSTEM, FUEL QUANTITY FLOAT/SENSOR - FALSE INDICATION
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING

Finding(s)

5. EXTERNAL LOAD SLING/HARNESS - OTHER
6. LOAD JETTISON - NOT POSSIBLE -
7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. EXTERNAL LOAD SLING/HARNESS - ENTANGLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2268 12/27/88 ALAMO, TX

A/C Reg. No. N72249

Time (Lcl) - 1913 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
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 - CESSNA TU206D  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3600  
No. of Seats - 1

Eng Make/Model - CONTINENTAL TS10-520-M  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 310/018 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling - 3000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
TAMPICO, MX  
Destination  
MCALLEN, TX

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
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)  
FOREIGN

Age - UNK/NR  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR  
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER ENTERING U.S. AIR SPACE, THE PLT (A MEXICAN NATIONAL) CANCELED HIS DVFR FLT PLAN. ABOUT 9 MIN LATER, HE DECLARED AN EMERGENCY & SAID THE ENG HAD LOST POWER. DURING AN EMERGENCY LANDING AT NIGHT, THE ACFT HIT TREES & CRASHED. ACCORDING TO AN FAA FORM 337, AUX FUEL TANKS HAD BEEN INSTALLED IAW STC SA2479WE. HOWEVER, THE INSTALLATION WAS NOT DOCUMENTED IN THE LOG BOOKS; THE WT & BALANCE INFO WAS NOT REVISED & THE FUEL SELECTOR & GAUGES WERE NOT PLACARDED TO REFLECT THE INCREASED CAPACITY. THE PLT RPRTD HE WAS CHANGING FUEL TANKS WHEN THE ENG DEVELOPED A "VAPOR LOCK" & WOULD NOT RESTART. HE STATED THE "VAPOR LOCK" PROBLEM HAD OCCURRED ON PREVIOUS FLTS, BUT HE HAD ALWAYS BEEN SUCCESSFUL IN RESTARTING THE ENG. ADDITIONALLY, HE SAID THE PROBLEM HAD NOT MANIFESTED ITSELF PRIOR TO INSTALLATION OF THE AUX TANKS. AN EXAM OF THE TANKS REVEALED NO BOOST PUMPS OR TRANSFER PUMPS WERE INSTALLED. APRX 12.5 GAL OF FUEL WAS DRAINED FROM THE ACFT; UNUSABLE FUEL WAS 7 GAL. THE FUEL SELECTOR WAS FOUND BETWEEN THE LEFT TANK & OFF POSITIONS.

Brief of Accident (Continued)

File No. - 2268

12/27/88

ALAMO, TX

A/C Reg. No. N72249

Time (Lcl) - 1913 CST

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. FUEL SYSTEM - IMPROPER
2. MAINTENANCE, MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
4. FLUID, FUEL - STARVATION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

5. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
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) 5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2341

3/25/88

FANCY GAP, VA

A/C Reg. No. N1598V

Time (Lcl) - 1300 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - RYAN NAVION NA-4  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3233  
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-9  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 205 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - IMC  
Wind Dir/Speed- UNK/NR  
Visibility - 1.000 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling - 300 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GALLIPOLIS, OH  
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

Age - 29

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 400  
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 NON-INSTRUMENT RATED PLT WAS ON A TRIP THAT ORIGINATED IN THASTING, MI. THIS FLIGHT WAS THE SECOND LEG OF THE TRIP AFTER AN OVERNIGHT STOP AT GALLIPOLIS, OH. THERE WAS NO RECORD THAT THE PLT RECEIVED A WX BRIEFING BEFORE HE DEPARTED VFR FROM GALLIPOLIS AT AN UNDETERMINED TIME. THE ACFT WENT ABOUT 130 MILES WHEN WITNESSES SAW THE ACFT FLYING SOUTH AT LOW ALTITUDE OVER A HIGHWAY IN MOUNTAINOUS TERRAIN. WITNESSES SAID THERE WAS A LOW CEILING, FOG AND LOW VISIBILITY. A WITNESS SAID THE CEILING WAS ABOUT 300 FT AND THE VISIBILITY WAS LESS THAN A MILE. SOON AFTERWARDS THE ACFT REVERSED COURSE AND COLLIDED WITH RISING TERRAIN AT AN ELEVATION OF ABOUT 3200 FT MSL. EXAMINATION OF THE ACFT DID NOT REVEAL EVIDENCE OF MECHANICAL MALFUNCTION. THE AUTOPSY DID NOT REVEAL EVIDENCE OF PLT INCAPACITATION OR IMPAIRMENT.

Brief of Accident (Continued)

File No. - 2341

3/25/88

FANCY GAP,VA

A/C Reg. No. N1598V

Time (Lcl) - 1300 EST

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
6. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2340      7/10/88      PURCELLVILLE, VA      A/C Reg. No. N7108      Time (Lcl) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		MINOR		Fatal	Serious	Minor	None
Type of Operation	-SIGHTSEEING	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	1	1	3
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- BALLOON WORKS AX-8	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 2020	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	Type Apch/Lndg	- STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- UNK/NR	Total - 300
SE LAND	Months Since	- UNK/NR	Make/Model - 300
FREE BALLOON	Aircraft Type	- UNK/NR	Instrument - 0
			Multi-Eng - 0
			Last 24 Hrs - 0
			Last 30 Days - 3
			Last 90 Days - 3
			Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, A WIND GUST OCCURRED DURING LIFT OFF. A PASSENGER SAID THE BALLOON WENT Laterally ABOUT 50 TO 75 YDS WHERE IT STRUCK SEVERAL OBSTACLES; A FENCE, A UTILITY LINE, AND A TREE. THE PLT SAID HE CONTINUED THE TAKEOFF AND THE BALLOON EVENTUALLY BECAME AIRBORNE. HOWEVER, ACCORDING TO THE PLT, THE WINDS BEGAN INCREASING SO HE DECIDED TO LAND. THE PLT SAID HE LANDED HARD AND THE FORCE EJECTED HIM AND A PAX FROM THE GONDOLA. AFTER THE PLT WAS EJECTED, THE BALLOON LIFTED OFF AGAIN WITH FOUR PASSENGERS ABOARD. THE PASSENGER SAID THE BALLOON LIFTED TO ABOUT 100 FT AGL WHEN HE HEARD THE PLT YELLING TO PULL THE VALVE LINE, WHICH HE DID. THE PASSENGER SAID THE BALLOON DESCENDED RAPIDLY AND LANDED HARD; THE BALLOON COLLAPSED ON THE GONDOLA.



Brief of Accident (Continued)

File No. - 2340

7/10/88

PURCELLVILLE, VA

A/C Reg. No. N7108

Time (Lcl) - 1930 EDT

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Occurrence #1      HARD LANDING  
Phase of Operation      LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  4. DESCENT - EXCESSIVE - UNQUALIFIED PERSON
- 

----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. - 2337	9/11/88	ORANGE, VA	A/C Reg. No. N98121	Time (Lcl) - 1115 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During - TAKEOFF			1	0	0

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-----Aircraft Information-----

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL C-90-12F	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

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-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/004 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 15000 FT THIN BKN</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination SNOW HILL, VA</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 ORANGE CO.</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 3200/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 402
SE LAND	Months Since - 26	Make/Model- 15
	Aircraft Type - PA-24	Instrument- 93
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days- 7
		Last 90 Days- 13
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

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-----Narrative-----

WITNESSES SAID THEY SAW THE ACFT ON TAKEOFF ROLL NEAR THE DEPARTURE END OF RWY 25. ACCORDING TO THE WITNESSES THE ACFT LIFTED OFF BUT SETTLED BACK DOWN ON THE RWY BEFORE IT LIFTED OFF AGAIN. WITNESSES SAID THE ACFT IMMEDIATELY TURNED LEFT AND BEGAN TO REVERSE COURSE. WITNESSES SAID THE ACFT WAS FLYING SLOWLY WITH THE WINGS ROCKING AS IT BEGAN TO TURN. THE ACFT CLIMBED TO ABOUT 50 FT AGL AND WAS ABOUT 300 FT SOUTH OF THE DEPARTURE END OF THE RUNWAY WHEN IT ABRUPTLY PITCHED DOWN AND DESCENDED TO THE GROUND. EXAMINATION OF THE ACFT DISCLOSED NO EVIDENCE OF MECHANICAL MALFUNCTION. THE PILOT POSTMORTEM EXAMINATION REVEALED NO EVIDENCE OF PHYSICAL IMPAIRMENT OR INCAPACITATION.

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Brief of Accident (Continued)

File No. - 2337

9/11/88

ORANGE, VA

A/C Reg. No. N98121

Time (Lcl) - 1115 EDT

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Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - IMPROPER - PILOT IN COMMAND
  2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2304

9/28/88

KEYSVILLE, VA

A/C Reg. No. N85012

Time (Lcl) - 1630 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 -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- LIGHT AND VARIABLE  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
WAYNESBORO, VA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

KEYSVILLE  
Runway Ident - 27  
Runway Lth/Wid - 1850/ 350  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 51

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	826	Last 24 Hrs -	0
Make/Model-	85	Last 30 Days-	4	
Instrument-	179	Last 90 Days-	4	
Multi-Eng -	214			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THE ACFT DID NOT ACCELERATE TO TAKEOFF SPEED SO HE ABORTED THE TAKEOFF AFTER USING ABOUT 3/4 OF THE RWY LENGTH. THE ACFT OVERRAN THE RWY AND STRUCK A TREE. THE TURF RWY IS UPSLOPING THE FIRST HALF OF ITS LENGTH. THE PLT SAID THE GRASS WAS 6 INCHES HIGH. HE REPORTED NO MECHANICAL MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2304

9/28/88

KEYSVILLE,VA

A/C Reg. No. N85012

Time (Lcl) - 1630 EDT

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF - ABORTED

Finding(s)

1. TERRAIN CONDITION - UPHILL
2. TERRAIN CONDITION - HIGH VEGETATION
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - ABORTED

Finding(s)

7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2388      11/23/88      MEADOWS OF DAN,VA      A/C Reg. No. N4194W      Time (Lcl) - 1310 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire		1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Crew	0	0	0	0
Accident Occurred During	-DESCENT		Pass				

-----Aircraft Information-----

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1A5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 010/007 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 1600 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ELKIN,NC</p> <p>Destination</p> <p>TULSA,OK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>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 - 31	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 473
SE LAND	Months Since - 13	Make/Model- 418
	Aircraft Type - PA-32	Instrument- 1
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 21
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT TOLD WITNESSES THAT HE WOULD ATTEMPT TO CROSS MOUNTAINS NORTH OF THE DEPARTURE AIRPORT WHERE HE EXPECTED TO FIND CLEAR WEATHER BEFORE HE PROCEEDED WEST TOWARD HIS DESTINATION. A WITNESS SAID THE WEATHER AT THE DEPARTURE AIRPORT WAS ABOUT 1200 OVERCAST WITH GOOD VISIBILITY BELOW THE OVERCAST. THE PLT HAD FLOWN ABOUT 35 MILES AND WAS OVER THE BLUE RIDGE MTS, WHEN ACCORDING TO RECORDED RADAR DATA, THE ACFT BEGAN TO CHANGE COURSE ABOUT 14 TIMES, INCLUDING SEVERAL COURSE REVERSALS, DURING ABO UT A 15 MINUTE PERIOD. DURING THIS TIME THE ACFT CLIMBED FROM 2100 TO 7200 FT. A WITNESS NEAR THE ACCIDENT SITE SAID IT WAS RAINING, VISIBILITY 1000 FT, AND THE MOUNTAIN TOPS WERE OBSCURED BY CLOUDS WHEN HE HEARD THE ACFT AT FULL POWER AND CLIMBING SHORTLY BEFORE HE HEARD A "MUFFLED" SOUND FOLLOWED BY SILENCE. THE ACFT EXPERIENCED AN INFLIGHT BREAKUP CONSISTING OF SEPARATED PORTIONS OF THE RIGHT WING AND RIGHT HORIZONTAL STABILIZER. EXAMINATION OF THE WRECKAGE DID NOT REVEAL EVIDENCE OF MECHANICAL MALFUNCTION.

Brief of Accident (Continued)

File No. - 2388

11/23/88

MEADOWS OF DAN,VA

A/C Reg. No. N4194W

Time (Lcl) - 1310 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE

Finding(s)

5. WING - OVERLOAD
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - 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

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2205      8/03/88      POST MILLS,VT      A/C Reg. No. N62541      Time (Lcl) - 1910 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	2	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172P  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 200/005 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - 25000 FT THIN OVC  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
WORCESTER, MA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

POST MILLS  
Runway Ident - 05  
Runway Lth/Wid - 2300/ 90  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 48  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	182
Make/Model-	108
Instrument-	3
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 PLT FLEW THE ACFT TO AN ARPT WITH TWO TURF RWYS. RWY 5/23 WAS 2300' LONG & RWY 4/22 WAS 2600' LONG. AFTER ATTENDING A MEETING WHICH ENDED AT 1600 EDT, THE PLT ELECTED TO WAIT UNTIL LATER IN THE DAY TO TAKEOFF AFTER THE AIR HAD COOLED. SUBSEQUENTLY, HE BEGAN HIS DEPARTURE FROM RWY 5; HOWEVER, THE TEMP WAS STILL ABOUT 90 DEG, THE DENSITY ALT WAS APRX 2250' & THERE WAS A LIGHT WIND FROM THE SOUTH. WITNESSES RPTD THAT AFTER LIFT-OFF, THE ACFT WAS IN A NOSE HI ATTITUDE, WHEN IT ENTERED A TURN TO THE RIGHT. SUBSEQUENTLY, IT COLLIDED WITH A TREE & CRASHED, APRX 200' EAST OF THE ARPT. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND. A WEIGHT & BALANCE COMPUTATION SHOWED THE ACFT WAS LOADED APRX 36 LBS OVER ITS MAX GROSS WEIGHT LIMIT. AT 1853 EDT, THE WIND AT LEBANON, NH (APRX 15 MI SOUTH) WAS FROM 200 DEG AT 5 KTS. TAKEOFF COMPUTATIONS (ALLOWING FOR A TURF RWY & A 5 KT TAIL WIND) SHOWED 1492' OF RWY WOULD BE REQUIRED TO TAKEOFF & 2725' WOULD BE NEEDED TO CLEAR A 50' OBSTACLE.



Brief of Accident (Continued)

File No. - 2205

8/03/88

POST MILLS,VT

A/C Reg. No. N62541

Time (Lcl) - 1910 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. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - GRASS
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WEATHER CONDITION - TAILWIND
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
7. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
8. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7

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. - 2212      8/10/88      SWANTON,VT      A/C Reg. No. N757LD      Time (Lcl) - 1835 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		MINOR	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Crew	0	0	0
Accident Occurred During	-STANDING		Pass	1	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235	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-----

<p><b>Weather Data</b></p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p><b>Itinerary</b></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><b>ATC/Airspace</b></p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p><b>Airport Proximity</b></p> <p style="padding-left: 20px;">ON AIRPORT</p> <p><b>Airport Data</b></p> <p style="padding-left: 20px;">FRANKLIN COUNTY</p> <p>Runway Ident - 01</p> <p>Runway Lth/Wid - 3000/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 2</p> <p style="padding-left: 20px;">Aircraft Type - C-150</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 - 125</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 120</td> <td>Last 30 Days- 3</td> </tr> <tr> <td>Instrument- 3</td> <td>Last 90 Days- 13</td> </tr> </table>	Total - 125	Last 24 Hrs - 0	Make/Model- 120	Last 30 Days- 3	Instrument- 3	Last 90 Days- 13
Total - 125	Last 24 Hrs - 0							
Make/Model- 120	Last 30 Days- 3							
Instrument- 3	Last 90 Days- 13							

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK THE PASSENGER (HIS WIFE) ON A SHORT FLT, WHICH WAS HER 1ST FLT. SHE WAS DESCRIBED AS APPREHENSIVE. BEFORE GOING BACK TO THE PARKING AREA AFTER LANDING, THE PLT TAXIED TO THE TERMINAL BLDG FOR HIS WIFE TO DEPLANE. HE STOPPED THE ACFT WITH THE LEFT WING TOWARD THE BLDG & WITH THE ENG STILL RUNNING. THE PLT SAID HE ADVISED HIS WIFE TO WALK WIDE OF THE PROPELLER. HOWEVER, AFTER SHE EXITED THE RIGHT SIDE OF THE AIRCRAFT, SHE DUCKED UNDER THE WING STRUT & WALKED INTO THE TURNING PROPELLER BEFORE SHE COULD BE STOPPED OR BEFORE THE ENGINE COULD BE SHUT DOWN. A WITNESS RPRTD THE PASSENGER WAS IN A HURRY.

Brief of Accident (Continued)

File No. - 2212

8/10/88

SWANTON,VT

A/C Reg. No. N757LD

Time (Lc1) - 1835 EDT

Occurrence #1 PROPELLER/ROTOR CONTACT TO PERSON  
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
2. INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - PASSENGER
3. ANXIETY/APPREHENSION - PASSENGER

-----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. - 2244      5/30/88      WAUTOMA,WI      A/C Reg. No. N28156      Time (Lcl) - 2002 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Crew  
Pass

-----Aircraft Information-----

Make/Model      - BELLANCA 17-30A  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3325  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL IO-520-K  
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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

Wind Dir/Speed- 230/006 KTS  
Visibility      - 12.0 SM  
Lowest Sky/Clouds      - 15000 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

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 48  
Biennial Flight Review  
Current      - NO  
Months Since      - 26  
Aircraft Type      - 17-30A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1595      Last 24 Hrs      - 2  
Make/Model- 1395      Last 30 Days- 2  
Instrument- 137      Last 90 Days- 11  
Multi-Eng - 0      Rotorcraft      - 0

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

ACCORDING TO WITNESSES, THE PILOT PERFORMED A HIGH PERFORMANCE TAKEOFF FOLLOWED BY A WINGOVER MANEUVER. NO RECOVERY OR PULL-UP FROM THE MANEUVER WAS SEEN BY WITNESSES. THE AIRCRAFT IMPACTED A DENSE STAND OF 20 TO 30 FOOT PINE TREES. THE AIRPORT MANAGER SAW AND SPOKE TO THE PILOT BEFORE THE FLIGHT. ACCORDING TO THE AIRPORT MANAGER, THE PILOT WAS ATYPICALLY UNRESPONSIVE AND WITHDRAWN AS IF SOMETHING WAS BOTHERING HIM.

Brief of Accident (Continued)

File No. - 2244

5/30/88

WAUTOMA,WI

A/C Reg. No. N28156

Time (Lcl) - 2002 CDT

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Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation       MANEUVERING

Finding(s)

1. MANEUVER - IMPROPER - PILOT IN COMMAND
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. DESCENT - NOT CORRECTED - PILOT IN COMMAND
4.        OTHER PSYCHOLOGICAL CONDITION - 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. - 2328

6/18/88

CAPON BRIDGE, WV

A/C Reg. No. N1841E

Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Fatal

Injuries  
Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - AERONCA 7AC

Eng Make/Model - CONTINENTAL A75-8A

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1220

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 75 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 050/005 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 6500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WINCHESTER, VA

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

Age - 45

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 670

Last 24 Hrs - 0

SE LAND

Months Since - 8

Make/Model- 200

Last 30 Days- 10

Aircraft Type - 7AC

Instrument- 64

Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID HE WAS CRUISING AT 3000 FT WHEN HE REDUCED PWR TO START A DESCENT TO 2000 FT. AFTER PWR WAS REDUCED FROM 2350 TO 1800 RPM, A TOTAL PWR LOSS OCCURRED. ATTEMPTS TO RESTART THE ENGINE WERE UNSUCCESSFUL. THE PLT SAID HE DID NOT USE CARB HEAT, ALTHOUGH, HE SAID, LATER THAT HE SUSPECTED CARB ICE. THE PILOT MADE A FORCED LANDING INTO AN OPEN FIELD. THE PLT SAID BECAUSE OF THE SOFT TERRAIN AND HIGH GRASS, THE ACFT NOSED OVER DURING THE LANDING ROLL. THE TEMP/ DEW PT WAS 82/54 DEGS. POST ACCIDENT ENGINE TEST DISCLOSED IT OPERATED SATISFACTORY AT VARIOUS POWER SETTINGS. WEATHER CONDITIONS WERE CONDUCIVE TO THE FORMATION OF CARBURETOR ICE.

Brief of Accident (Continued)

File No. - 2328

6/18/88

CAPON BRIDGE,WV

A/C Reg. No. N1841E

Time (Lc1) - 1700 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5









EMBRY-RIDDLE AERO U. DAYTONA BEACH



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NATIONAL TRANSPORTATION SAFETY BOARD  
Washington, D.C. 20594

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