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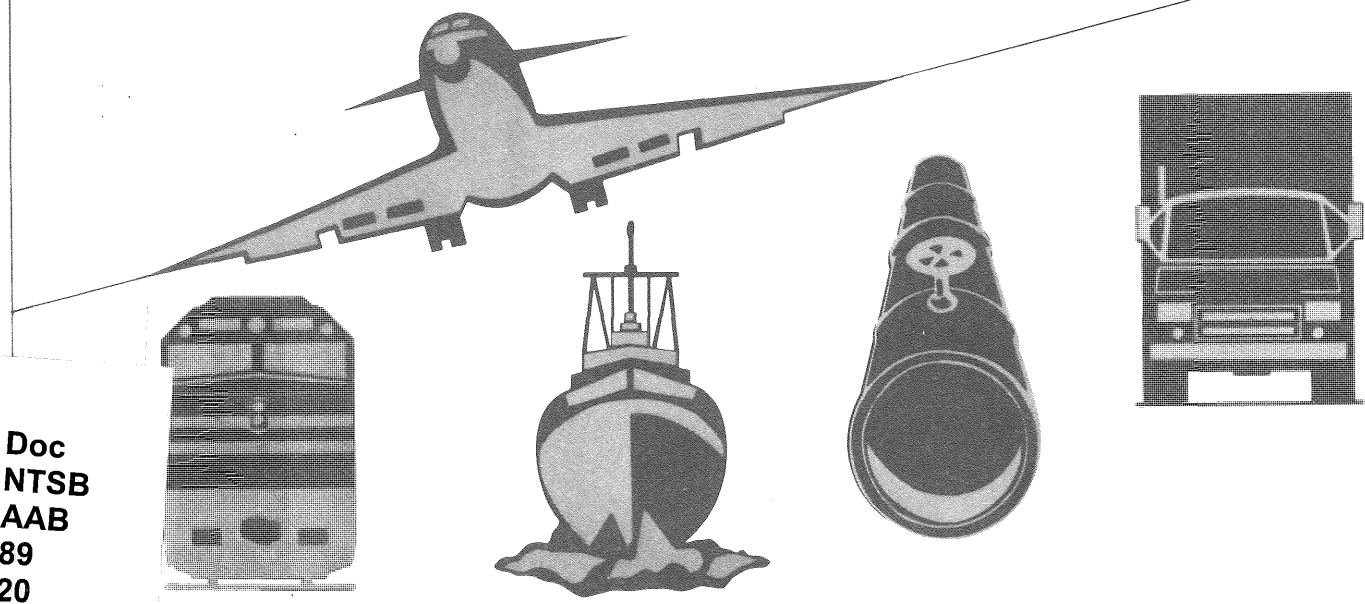
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NATIONAL TRANSPORTATION SAFETY BOARD

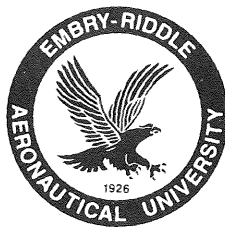


AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 13 OF 1988 ACCIDENTS**



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TECHNICAL REPORT DOCUMENTATION PAGE

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12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered Approximately 113 General Aviation and Air Carrier Accidents Occurring in 1988 in Brief Format	
				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 113 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 style="text-align: center;">File Numbers: 2401 through 2466 2468 through 2496 2498 through 2514</p>					
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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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AIRCRAFT ACCIDENTS

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 13

CALENDAR YEAR 1988

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
2401	7982L	050888	LYONS, NY	BEECHCRAFT	A23-24	SERIOUS	154
2402	5225K	121788	BANNOCK BURN, IL	CESSNA	210L	NONE	58
2403	5796G	080788	DETROIT, MI	CESSNA	150K	NONE	92
2404	714XV	123188	GRAND RAPIDS, MI	CESSNA	152II	NONE	114
2405	27463	053088	ELOY, AZ	TAYLORCRAFT	BL65	FATAL	6
2406	714ZE	121688	LAKE IN THE HLS, IL	CESSNA	152II	NONE	56
2407	49787	070488	VERDI, NV	CESSNA	152	FATAL	150
2408	15847	040388	UKIAH, CA	PIPER	PA-28-180	FATAL	14
2409	52222	101988	UNION CITY, CA	CESSNA	172P	FATAL	32
2410	2872R	050488	NELIGH, NE	CESSNA	182K	SERIOUS	130
2411	1787R	100688	SALINAS, CA	CESSNA	182R	FATAL	30
2412	1424C	050888	PAWNEE, OK	PIPER	PA-22-135	SERIOUS	176
2413	7746U	082788	KATY, TX	CESSNA	172E	MINOR	208
2414	2746W	032788	MANCHESTER, NH	MOONEY	M20	NONE	134
2415	8355L	080788	EDNA, TX	PIPER	PA-32RT-30	NONE	206
2416	52119	052388	ROANOKE, TX	CESSNA	172P	NONE	204
2417	20722	080888	WILDWOOD, NJ	CESSNA	182	MINOR	144
2418	65920	080788	KUTZTOWN, PA	SCHWEIZER	SGS 1-34	SERIOUS	190
2419	9811N	011888	AUSTIN, TX	ADAMS BALLOO	A-60	SERIOUS	202
2420	663Q	111788	MILPITIS, CA	BEECH	95	FATAL	40
2421	4306S	053188	LACON, IL	BEECH	B-19A	NONE	50
2422	1463J	070188	SANDUSKY, OH	ROCKWELL	112A	SERIOUS	168
2423	36440	032988	ERIE, PA	PIPER	PA-32	NONE	178
2424	2AR	111088	CHAMPION, NY	BELL	47G	MINOR	162
2425	9035U	112988	SHARON, MA	ROBINSON	R22	MINOR	78

File Order Listing - Issue No. 13, 1988

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
2426	5699M	121288	BRADFORD, NH	ENSTROM	F28F	SERIOUS	136
2427	2883P	073088	MONTPELIER, VT	LAKE	LA-4-200	SERIOUS	216
2428	7293W	100788	RENOVO, PA	PIPER	PA-28-180	FATAL	194
2429	9346C	090888	WATERTOWN, WI	PIPER	PA-32-260	SERIOUS	220
2430	96193	052188	BROOKHAVEN, NY	TAYLORCRAFT	BC-12D	NONE	156
2431	4609L	080188	HILLSVILLE, PA	CESSNA	152	NONE	188
2432	9674	110388	BRIDGETOWN, OF	BOEING	B-747-123	SERIOUS	166
2433	185SH	102388	TRUMBAUERSVILLE, PA	CESSNA	A185F	MINOR	196
2434	79HW	102688	REDLANDS, CA	PIPER	PA31P-350	FATAL	36
2435	5545N	112588	GORMAN, CA	CESSNA	182R	FATAL	42
2436	7267	072088	CHANTILLY, VA	DEHAVILLAND	DHC-6-200	FATAL	212
2437	3385Q	110188	CABAZON, CA	CESSNA	421A	FATAL	38
2438	7578D	070988	LEXINGTON, MO	BEECH	A-60	NONE	126
2439	73483	100288	YODER, KS	SCHWEIZER	TG3A	NONE	72
2440	59845	040888	WEST SENECA, NY	PIPER	PA-31-325	MINOR	152
2441	4557Q	043088	MORRISTOWN, NJ	GRUMMANEAM	AA5B	NONE	138
2442	163B	120288	RUSSELL, MA	BELL	47D1	FATAL	80
2443	2485N	070388	HAMM LAKE, MN	PIPER	PA-38-112	FATAL	118
2444	110UR	041488	CHARLESTON, WV	FOKKER	F-28-4000	MINOR	224
2445	3618Q	052788	BIG ISLAND, AR	BEECH	A-23-1900	FATAL	2
2446	5517W	070288	BEEDEVILLE, AR	PIPER	PA-28-160	FATAL	4
2447	414YV	073188	BIG PINE, CA	CESSNA	414A	FATAL	20
2448	90393	123188	SOMERVILLE, NJ	PIPER	PA-60	SERIOUS	146
2449	3014Z	042988	THOMASVILLE, PA	PIPER	PA-22-150	FATAL	184
2450	13261	042988	FAYETTEVILLE, WV	CESSNA	172M	NONE	226

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2451	5462B	110688	SMITHFIELD, RI	CESSNA	152	FATAL	200
2452	1189Z	091688	HAYS, KS	AERO COMMAND	500B	MINOR	70
2453	52601	090488	BOYNE CITY, MI	CESSNA	172P	FATAL	104
2454	53784	072388	PENDLETON, NY	BELLANCA	7GCAA	SERIOUS	158
2455	9981L	053088	DOVER, PA	GRUMMAN	AA-1B	NONE	186
2456	192AP	070288	FOWLERVILLE, MI	PERKINS	DRAGONFLY	NONE	90
2457	8980H	080388	CHENOA, IL	GRUMMAN	G164A	NONE	52
2458	58155	101688	LUDINGTON, MI	MOONEY	M20J	FATAL	108
2459	3J	082888	YORK, NE	PIPER	J3	SERIOUS	132
2460	3533N	091288	GOODMAN, MO	PIPER	J3C-65	SERIOUS	128
2461	4490T	062188	ELDON, MO	PIPER	PA-28R-200	SERIOUS	124
2462	56352	080188	RACINE, WI	MOONEY	M20K	SERIOUS	218
2463	48417	081788	SCHOOLCRAFT, MI	GRUMMAN	G-164B	NONE	98
2464	939H	081588	WHITE CLOUD, MI	HULLIBERGER	STARDUSTER	NONE	96
2465	5124T	081388	GRAND HAVEN, MI	CHAMPION	7KCAB	NONE	94
2466	5166G	082888	GREGORY, MI	CESSNA	305A	NONE	102
2468	33131	081988	DECKERVILLE, MI	SACKETT	J2	MINOR	100
2469	4113R	101688	SEDONA, AZ	PIPER	PA-32-300	FATAL	10
2470	732QZ	071488	CARSON, CA	CESSNA	T210M	SERIOUS	16
2471	322BA	081688	CLEVELAND, OH	FAIRCHILD	SA-226-TC	MINOR	170
2472	50331	122288	BENTON HARBOR, MI	CESSNA	150H	NONE	112
2473	25561	081088	REDKEY, IN	TOMCAT	MK-5	FATAL	62
2474	NONE	092188	ELKHART, IN	JONES	NONE	FATAL	64
2475	745F	073088	PERRIS, CA	LEAR	23	FATAL	18
2476	54814	090388	GRAND CANYON, AZ	CESSNA	172	FATAL	8

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2477	53EP	060488	LIHUE, HI	FAIRCHILD-HI	FH-1100	NONE	48
2478	183OR	082188	PARADISE, CA	BEECH	A36TC	SERIOUS	22
2479	2326L	041888	BRIGHTON, MI	BEECH	23	MINOR	86
2480	7797Q	032488	SERVIA, IN	CESSNA	310Q	FATAL	60
2481	181LL	040588	ST. PAUL, MN	BEECH	B90	NONE	116
2482	5728A	120388	GREENCASTLE, IN	CESSNA	172	NONE	68
2483	3RJ	111788	DELPHI, IN	PITTS	S-15	FATAL	66
2484	NONE	111388	SULLIVAN, IL	AIR COMMAND	503	FATAL	54
2485	131JT	100888	COLDWATER, MI	VOLKSPLANE	VP-1	FATAL	106
2486	9877C	091888	ZANESVILLE, OH	CESSNA	182RG	FATAL	174
2487	8743W	090788	CAMARILLO, CA	PIPER	PA-28-235	FATAL	24
2488	55478	091888	BIG BEAR, CA	PIPER	PA-28-140	FATAL	26
2489	4049P	083088	TOLEDO, OH	PIPER	PA-23-160	SERIOUS	172
2490	83255	081588	BARKER, NY	AERONCA	7CCM	FATAL	160
2491	1170Z	111688	HOLDEN, MA	MOONEY	M20K	FATAL	76
2492	2246Q	092988	SANTA BARBARA, CA	BELL	206L-1	NONE	28
2493	340FB	040788	PINEVILLE, WV	CESSNA	340	NONE	222
2494	739YS	101988	PASO ROBLES, CA	CESSNA	TR-182	FATAL	34
2495	47CL	042488	GAITHERSBURG, MD	LAMB	SHOESTRING	FATAL	82
2496	6655L	070488	LINDEN, NJ	LAKE	LA-4	NONE	142
2498	369DK	090588	MANKATO, MN	HOME BUILT	WOODSTOCK	FATAL	122
2499	325X	092988	CLARKSVILLE, VA	MAULE	M-5-210C	FATAL	214
2500	663FL	012388	MENDON, MA	PIPER	PA-28	SERIOUS	74
2501	34JH	040988	FAIRFIELD, PA	SCHLEICHER	ASW-20	FATAL	180
2501	311DP	040988	FAIRFIELD, PA	SCHLEICHER	ASW-20	FATAL	182

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2502	19699	073088	NO. KINGSTOWN, RI	CESSNA	172L	MINOR	198
2503	979LA	081488	WELLSBORO, PA	PIPER	PA-32RT-30	FATAL	192
2504	581OE	061788	JACKSON, MI	CESSNA	150	MINOR	88
2505	7222D	090588	COHASSET, MN	PIPER	PA-22-150	NONE	120
2506	9469Y	112788	HANFORD, CA	BEECH	N35	FATAL	44
2507	5337S	112488	WEATHERFORD, TX	CESSNA	337A	FATAL	210
2508	4006T	080288	CIMARRON, NM	BEECH	B23	FATAL	148
2509	5163B	110388	PHOENIX, AZ	BELL	47G2	FATAL	12
2510	48DS	101688	YPSILANTI, MI	EXPERIMENTAL	BARRACUDA	NONE	110
2511	666RW	102888	OCEAN CITY, MD	PIPER	PA-34-200	FATAL	84
2512	355EH	110488	W. CAMERON 617, GM	AEROSPATIALE	AS-355F-1	FATAL	46
2513	8697A	111888	SHIRLEY, NY	BEECH	A35	FATAL	164
2514	5202G	052988	COLTS NECK, NJ	CESSNA	305A	NONE	140

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 13 OF 1988 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2445 5/27/88 BIG ISLAND, AR A/C Reg. No. N3618Q Time (Lcl) - 1730 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 - BEECH A-23-1900
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2C
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- 110/011 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MCGHEE, AR

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BIG ISLAND
Runway Ident - N/A
Runway Lth/Wid - 1500
Runway Surface - GRASS/TURF
Runway Status - WATER-CALM

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - A-23-19

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 274
Make/Model-	10
Instrument-	0
Multi-Eng	- UNK/NR
Last 24 Hrs	- UNK/NR
Last 30 Days	- UNK/NR
Last 90 Days	- UNK/NR
Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ENCOUNTERED AN INCAPACITATING MEDICAL EVENT WHICH RESULTED IN THE LOSS OF AIRCRAFT CONTROL DURING THE INITIAL SEGMENT OF TAKEOFF. AUTOPSY FINDINGS LISTED THE CAUSE OF DEATH AS "DROWNING IN ASSOCIATION WITH ARTERIOSCLEROTIC HEART DISEASE". THE AIRCRAFT IMPACTED THE WATERS OF THE MISSISSIPPI RIVER AND SUBMERGED IN APPROXIMATELY 12 FEET OF WATER. THE PRIVATE PILOT WAS FATALLY INJURED AND THE AIRCRAFT WAS DESTROYED. EXAMINATION OF THE WRECKAGE, TO INCLUDE THE ENGINE, FAILED TO REVEAL EVIDENCE OF ENGINE OR AIRFRAME MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2445

5/27/88

BIG ISLAND, AR

A/C Reg. No. N3618Q

Time (Lcl) - 1730 CDT

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

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. PHYSICAL IMPAIRMENT(OTHER CARDIOVASCULAR) - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - WATER

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2446 7/02/88 BEEDEVILLE, AR A/C Reg. No. N5517W Time (Lcl) - 1740 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-28-160
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-B2B
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

Itinerary

Last Departure Point
NEWPORT, AR
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 060/010 KTS
Visibility - 9.0 SM

Lowest Sky/Clouds - 2000 FT THIN BKN
Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE
Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 22

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

Medical Certificate - UNK/NR

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

Instrument Rating(s) - NONE

-----Narrative-----

WHILE INTENTIONALLY BUZZING AN ACQUAINTANCE'S RURAL RESIDENCE, THE AIRCRAFT COLLIDED WITH POWER LINES, SHEARING THE RIGHT WING, THEN DESCENDED UNCONTROLLED TO THE TERRAIN. NO ABNORMALITIES WERE DISCOVERED IN THE AIRFRAME OR POWERPLANT DURING THE POST ACCIDENT INVESTIGATION.

Brief of Accident (Continued)

File No. - 2446

7/02/88

BEEDEVILLE, AR

A/C Reg. No. N5517W

Time (Lcl) - 1740 CDT

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

Finding(s)

1. OBJECT - WIRE, STATIC
 2. BUZZING - PERFORMED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 4. OSTENTATIOUS DISPLAY - PILOT IN COMMAND
 5. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2405 5/30/88 ELOY,AZ A/C Reg. No. N27463 Time (Lcl) - 1445 MST

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

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

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

Make/Model - TAYLORCRAFT BL65	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ELOY,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 290/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 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 - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 103
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - C-152	Make/Model- 12
		Instrument- 2
		Last 30 Days- 12
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, DURING TAKEOFF CLIMB, AIRCRAFT WAS OBSERVED OUT OF CONTROL SPIRALLING TO GROUND. PILOT HAD RESTORED THE AIRCRAFT AND HAD ONLY 12 HOURS OF FLIGHT EXPERIENCE IN MAKE AND MODEL. PILOT HAD FAILED HIS FIRST FLIGHT TEST FOR PRIVATE PILOT RATING 17 MONTHS PRIOR TO ACCIDENT. IMPROPER USE OF FLIGHT CONTROLS DURING STALL RECOVERY WAS CITED IN NOTICE OF DISAPPROVAL. THERE WAS NO RECORD OF PILOT RECEIVING FORMAL TRAINING IN ACCIDENT AIRCRAFT MAKE AND MODEL.

Brief of Accident (Continued)

File No. - 2405

5/30/88

ELOY,AZ

A/C Reg. No. N27463

Time (Lcl) - 1445 MST

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

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND
2. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

4. SPIRAL

----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. - 2476 9/03/88 GRAND CANYON, AZ A/C Reg. No. N54814 Time (Lcl) - 2120 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	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 - TAKEOFF			3	0	0
				0	0

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 070/004 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Point SAME AS ACC/INC Destination FARMINGTON, NM ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity ON AIRPORT Airport Data GRAND CANYON Runway Ident - 03 Runway Lth/Wid - 8900/ 150 Runway Surface - UNK/NR Runway Status - UNK/NR
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Age - 23 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - PA-44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 366 Make/Model- 152 Instrument- 63 Multi-Eng - 12 Last 24 Hrs - 2 Last 30 Days- 2 Last 90 Days- 14
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD FLOWN THE ACFT ON TWO PREVIOUS FLIGHTS ON THE DAY OF THE ACCIDENT. THE FIRST FLT WAS WITHOUT INCIDENT. THE SECOND FLT WAS ABORTED DURING THE TAKEOFF CLIMB. THE PILOT CALCULATED HIS WEIGHT ONBOARD AND REALIZED HE EXCEEDED THE MAX GROSS. HE DEFUELED AN UNKNOWN QUANTITY OF FUEL AND PLANNED TO STAY THE NIGHT IN THE AREA BUT WAS UNABLE TO SECURE LODGING. HE THEN ELECTED TO CONTINUE THE FLT THAT NIGHT. WITNESSES STATED THE ACFT CLIMBED TO APRX 200 FT WITH THE WINGS FLUCTUATING IN BANK ANGLE AFTER WHICH THE ACFT ENTERED A SPIRAL AND DESCENDED TO THE GROUND. DENSITY ALT WAS CALCULATED TO HAVE BEEN 8,500 FT WHEN THE TAKEOFF OCCURRED. THE ARPT PROVIDES A "BLACK HOLE" ENVIROMENT AT NIGHT. REVIEW OF THE PLT LOGBOOKS REVEALED A LACK OF RECENT NIGHT EXPERIENCE IN ACCORDANCE WITH FAR PART 61.75(D).

Brief of Accident (Continued)

File No. - 2476

9/03/88

GRAND CANYON,AZ

A/C Reg. No. N54814

Time (Lcl) - 2120 MST

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. LIGHT CONDITION - DARK NIGHT
 3. 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) 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. - 2469 10/16/88 SEDONA,AZ A/C Reg. No. N4113R Time (Lcl) - 1017 MST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-NORTHERN ARIZONA AIRCRAFT	DESTROYED						
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	1	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	4	0	0	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/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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SEDONA,AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SEDONA,AZ	
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
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,CFI	Current - YES	Total - 25800
SE LAND,ME LAND	Months Since - 4	Make/Model- UNK/NR
	Aircraft Type - PA-31	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & 4 FARE-PAYING PAX WERE ENROUTE TO THE GRAND CANYON NATIONAL PARK FOR AERIAL SIGHTSEEING. AN INTERNAL FAILURE OF THE LEFT MAGNETO (MAG) RESULTED IN A TOTAL LOSS OF ENGINE PWR. THE ACFT COLLIDED WITH TERRAIN & WAS DESTROYED BY GROUND FIRE. THE MAG WAS SUBJECT TO AD 78-09-07 R3 WHICH ADDRESSED IMPULSE COUPLING FAILURE. UPON EXAM IT WAS NOT FOUND TO HAVE BEEN IN COMPLIANCE WITH THE AD. THE AIR TAXI COMPANY HAD TWO EMPLOYEES; AN OWNER/PRESIDENT/PILOT AND A DIRECTOR OF MAINTENANCE/MECHANIC. THE MECHANIC ACKNOWLEDGED HE FAILED TO FOLLOW THE CORRECT GUIDELINE IN THE CORRECT AD. AS A RESULT, THE IMPULSE COUPLING JAMMED WHEN THE FLYWEIGHT TO STOP PIN CLEARANCE BECAME ZERO. THIS ACTION SHEARED OFF TEETH ON THE ENGINE'S CRANKSHAFT GEAR & DOWEL PIN.

Brief of Accident (Continued)

File No. - 2469

10/16/88

SEDONA, AZ

A/C Reg. No. N4113R

Time (Lc1) - 1017 MST

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL
2. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE

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

Finding(s)

4. TERRAIN CONDITION - TREE(S)

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

Finding(s)

5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2509 11/03/88 PHOENIX, AZ A/C Reg. No. N5163B Time (Lcl) - 1600 MST

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

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

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

Make/Model	- BELL 47G2	Eng Make/Model	- LYCOMING VO-435-A1	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 285 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/004 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">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 - 37	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1000
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 - 0
		Last 30 Days- 0
		Last 90 Days- 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER HAD JUST HAD MAJOR MAINTENANCE AND THE MECHANIC WAS CONDUCTING ENGINE RUN-UPS. THE HELICOPTER INADVERTENTLY BECAME AIRBORNE AND ASCENDED TO 100 FT. THE HELICOPTER MADE TWO TURNS IN A SIDEWARD SKID AND DESCENDED TO TERRAIN IMPACT. THE HELICOPTER COLLIDED WITH ELECTRICAL CABLES DURING THE DESCENT. THERE WAS NO EVIDENCE OF A MECHANICAL FAILURE FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 2509

11/03/88

PHOENIX,AZ

A/C Reg. No. N5163B

Time (Lcl) - 1600 MST

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

Finding(s)

1. AIRCRAFT HANDLING - NOT POSSIBLE - UNQUALIFIED PERSON

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

Finding(s)

2. OBJECT - WIRE,STATIC

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2408 4/03/88 UKIAH, CA A/C Reg. No. N15847 Time (Lcl) - 1159 PDT

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

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

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	UKIAH, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SANTA ROSA, CA	
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 1000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 915
SE LAND	Months Since - 13	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 82
		Multi-Eng - 7
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ENCOUNTERED SPATIAL DISORIENTATION & LOST CONTROL OF HIS ACFT DURING CLIMB WHILE ATTEMPTING TO REVERSE COURSE IN COMPLIANCE WITH AN ATC CLEARANCE. IMC EXISTED & THE ACFT ACCELERATED TO ABOVE ITS MANEUVERING SPEED. WHEN THE PLT ATTEMPTED TO RECOVER THE LEFT WING BROKE UNDER POSITIVE AIR LOADS AT MID-SPAN (OUTBOARD OF THE EXTRUDED SPAR). NO LOG BOOK RECORD WAS FOUND INDICATING THAT THE PLT HAD FLOWN UNDER IFR CONDITIONS IN AT LEAST 6 MONTHS. THERAPEUTIC LEVELS OF DIAZEPAM WERE FOUND IN THE PLT'S LIVER.

Brief of Accident (Continued)

File No. - 2408

4/03/88

UKIAH, CA

A/C Reg. No. N15847

Time (Lcl) - 1159 PDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. SPATIAL DISORIENTATION - PILOT IN COMMAND
 3. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
 4. LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
-

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

Finding(s)

5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2470 7/14/88 CARSON, CA A/C Reg. No. N732QZ Time (Lcl) - 1503 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
Pass

Fatal
0
0

Injuries
Serious Minor
1 0
0 1

None
0
0

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

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

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

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

Itinerary

Last Departure Point
CATALINA, CA
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

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 - 45
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-T210M

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 802 Last 24 Hrs - 1
Make/Model- 642 Last 30 Days- 20
Instrument- 0 Last 90 Days- 24
Multi-Eng - 2

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA T210M CRASHED INTO A RESIDENTIAL ROOF AFTER A LOSS OF ENG PWR, DURING CRUISE DESCENT TO ENTER ARPT TRAFFIC PATTERN. THE RIGHT WING FUEL TANK AND HEADER TANK WERE EMPTY. THE FUEL SELECTOR VALVE WAS FOUND WEDGED IN THE RIGHT TANK POSITION. FUEL STAINS WERE VISIBLE ON THE RIGHT WING EMANATING FROM SEVERAL FUEL TANK ACCESS PANELS. THE LEFT WING FUEL TANK HAD SUFFICIENT FUEL FOR THE PILOT TO REACH THE DESTINATION. THE EMERG PROCEDURE OUTLINED IN THE PILOT OPERATING HANDBOOK DIRECTS THE PILOT TO SWITCH TO THE FULLEST TANK. THE PILOT STATED WHEN HE REALIZED HE COULD NOT MAKE THE INTENDED FORCED LANDING AREA HE ATTEMPTED TO LAND IN A SCHOOL YARD. HE THEN OVERSHOT THE SCHOOL YARD. THE ACFT WAS CONFIGURED WITH THE LANDING GEAR DOWN AND THE FLAPS UP. EMERGENCY PROCEDURE RECOMMENDS 30 DEGS OF FLAPS FOR A FORCED LANDING.

Brief of Accident (Continued)

File No. - 2470

7/14/88

CARSON, CA

A/C Reg. No. N732QZ

Time (Lc1) - 1503 PDT

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

Finding(s)

1. FUEL SYSTEM, TANK - SIPHONING
2. EMERGENCY PROCEDURE - NOT FOLLOWED - 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 LANDING

Finding(s)

4. TOUCHDOWN - MISJUDGED - PILOT IN COMMAND
5. OBJECT - RESIDENCE
6. OBJECT - WIRE, TRANSMISSION

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2475 7/30/88 PERRIS,CA A/C Reg. No. N745F Time (Lcl) - 1140 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - LEAR 23
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 2

Eng Make/Model - GE CJ610-4
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 2850 LBS THRUST

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 150/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TUCSON,AZ
Destination
CHINO,CA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VISUAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MARCH AFB
Runway Ident - 32
Runway Lth/Wid - 13300/ 300
Runway Surface - CONCRETE
Runway Status - DRY

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6800	Last 24 Hrs	- 1
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING AT THE AIRCRAFT'S MANUFACTURER FACILITY WITH AN ASYMMETRIC FUEL CONDITION AND AN INOPERATIVE YAW DAMPNER THE CREW ELECTED TO CONTINUE THE FLIGHT TO THEIR DESTINATION WITHOUT CORRECTING THE DEFICIENCIES. ENROUTE THE CAPTAIN INFORMED AIR TRAFFIC CONTROLLERS THAT HE HAD FUEL COMING FROM ONE TANK AND THAT HE DOUBTED THAT HAD FUEL AVAILABLE TO REACH HIS DESTINATION. THE CONTROLLER CLEARED THE AIRCRAFT TO LAND AT A NEARBY AIRPORT. AS THE AIRCRAFT TURNED ONTO THE FINAL APPROACH IT ROLLED INVERTED AND IMPACTED THE GROUND INVERTED.

Brief of Accident (Continued)

File No. - 2475

7/30/88

PERRIS,CA

A/C Reg. No. N745F

Time (Lcl) - 1140 PDT

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

Finding(s)

1. AUTOPILOT/FLIGHT DIRECTOR - INOPERATIVE
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
 3. FUEL SYSTEM,TRANSFER PUMP - INOPERATIVE
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2447

7/31/88

BIG PINE, CA

A/C Reg. No. N414YV

Time (Lcl) - 1217 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - MANEUVERING

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

Make/Model - CESSNA 414A

Eng Make/Model - CONTINENTAL TSIO-520-NB

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 6500

Engine Type - RECIP-FUEL INJECTED

No. of Seats - UNK/NR

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- 360/005 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 3000 FT

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BISHOP, CA

Destination

SAN DIEGO, 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

Age - 46

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - UNK/NR

Total - 3500

Last 24 Hrs - UNK/NR

SE LAND, ME LAND

Months Since - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT-OWNER DECIDED TO OVERFLY A GLACIER WHICH WAS LOCATED IN THE SIERRA NEVADA MOUNTAINS. THE GLACIER WAS LOCATED NEAR THE 12,000 FOOT MSL BASE OF A 14,000 FOOT MSL MOUNTAIN NEAR THE HEAD OF A BOX CANYON. WITNESSES REPORTED CLEARLY OBSERVING THE ACFT ENTER THE CANYON AREA. WHEN THE ACFT WAS NEARLY OVER THE GLACIER THE ACFT WAS OBSERVED TO COMMENCE A COURSE REVERSAL. DURING THE TURN THE ACFT STALLED, DESCENDED RAPIDLY & CRASHED INTO ROCKY 40 DEGREE UPSLOPING TERRAIN WHEREUPON IT BURNED.

Brief of Accident (Continued)

File No. - 2447

7/31/88

BIG PINE, CA

A/C Reg. No. N414YV

Time (Lcl) - 1217 PDT

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

Finding(s)

1. TERRAIN CONDITION - BOX CANYON
2. TERRAIN CONDITION - HIGH TERRAIN
3. REMEDIAL ACTION - DELAYED - 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. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2478

8/21/88

PARADISE, CA

A/C Reg. No. N1830R

Time (Lcl) - 1704 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	3	2	0

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

Make/Model - BEECH A36TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3650
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/008 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
CHESTER, CA
Destination
CONCORD, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PARADISE
Runway Ident - 17
Runway Lth/Wid - 1990/ 80
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 51

Biennial Flight Review

Current - NO
Months Since - 27
Aircraft Type - C-182RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	510	Last 24 Hrs -	1
Make/Model-	89		Last 30 Days-	17
Instrument-	164		Last 90 Days-	58
Multi-Eng -	10			

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SUSTAINED A LOSS OF ENG POWER WHILE THE PLT WAS LEVELING THE ACFT AT 9,500 FT. THE PLT STATED HE WAS AFRAID TO ATTEMPT AN AERIAL RESTART DUE TO FEAR OF DAMAGING THE ENG. THE PLT LOWERED THE LANDING GEAR AND THE ACFT TOUCHED DOWN ON A 60 DEG ROCKY SLOPE ABOUT 500 FT SHORT OF A FLAT GRAVEL AND MUD SAND BAR. THE PLT LACKED DOCUMENTED EMERG PROCEDURE TRAINING AND BIENNIAL FLIGHT REVIEW. POST ACCIDENT INSPECTION REVEALED THE FUEL INLET FITTING WAS PARTIALLY BLOCKED BY A MASS OF "SLUDGE"; HOWEVER, THE BYPASS FITTING WAS UNRESTRICTED. NO OTHER FAILURE/MALFUNCTION WITH EITHER THE ENG OR ACFT WAS NOTED.

Brief of Accident (Continued)

File No. - 2478

8/21/88

PARADISE,CA

A/C Reg. No. N1830R

Time (Lcl) - 1704 PDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED
2. FUEL SYSTEM - BLOCKED(PARTIAL)
3. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
4. INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. GEAR EXTENSION - PREMATURE - PILOT IN COMMAND
6. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - RAVINE
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. UNSUITABLE TERRAIN - ENCOUNTERED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,9

Factor(s) relating to this accident is/are finding(s) 4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2487

9/07/88

CAMARILLO, CA

A/C Reg. No. N8743W

Time (Lcl) - 2125 PDT

-----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 -DESCENT

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

Make/Model - PIPER PA-28-235

Eng Make/Model - LYCOMING O-540-B4B5

ELT Installed/Activated - YES/YES

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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 280/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

CAMARILLO, CA

Destination

ELK GROVE, 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

Age - 32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 343

Last 24 Hrs - 3

SE LAND

Months Since - 1

Make/Model- 185

Last 30 Days- 15

Aircraft Type - PA-28

Instrument- 0

Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED AT NIGHT WITH KNOWN ELECTRICAL DEFICIENCY. WITNESSES INDICATED THE PLT STATED HE HAD AN ELECTRICAL PROBLEM, HAD TO HAND PROP THE ENG TO START IT AND HAD TO USE A FLASHLIGHT TO SEE THE INSTRUMENTS. THE PLT ELECTED TO FLY HOME DURING THE HOURS OF DARKNESS RATHER THAN FIX ELECTRICAL SYSTEM. THE WX AT THE AIRPORT WAS IMC DUE TO FOG. THE PLT WAS NOT INSTRUMENT RATED. THE ACFT CRASHED ABOUT ONE MINUTE AFTER TAKEOFF. THE WRECKAGE DISTRIBUTION WAS INDICATIVE OF A SPIRAL.

Brief of Accident (Continued)

File No. - 2487

9/07/88

CAMARILLO, CA

A/C Reg. No. N8743W

Time (Lc1) - 2125 PDT

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

Finding(s)

1. ELECTRICAL SYSTEM, GENERATOR - INOPERATIVE
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. WEATHER CONDITION - FOG
6. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2488	9/18/88	BIG BEAR, CA	A/C Reg. No. N55478	Time (Lcl) - 1342 PDT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 050/010 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BIG BEAR, 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 - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data BIG BEAR CITY</p> <p>Runway Ident - 07</p> <p>Runway Lth/Wid - 5850/ 75</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 14</p> <p>Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 93</td> <td>Last 24 Hrs - 4</td> </tr> <tr> <td>Make/Model- 56</td> <td>Last 30 Days- 5</td> </tr> <tr> <td>Instrument- 2</td> <td>Last 90 Days- 6</td> </tr> <tr> <td>Multi-Eng - 2</td> <td>Rotorcraft - UNK/NR</td> </tr> </table>	Total - 93	Last 24 Hrs - 4	Make/Model- 56	Last 30 Days- 5	Instrument- 2	Last 90 Days- 6	Multi-Eng - 2	Rotorcraft - UNK/NR
Total - 93	Last 24 Hrs - 4									
Make/Model- 56	Last 30 Days- 5									
Instrument- 2	Last 90 Days- 6									
Multi-Eng - 2	Rotorcraft - UNK/NR									

Instrument Rating(s) - NONE

-----Narrative-----

THE NIGHT BEFORE THE ACCIDENT THE PLT & 2 PAX WENT GAMBLING. THEY RETIRED FOR THE EVENING (MORNING) BETWEEN 0315 & 0400. THEY AWOKED AT ABOUT 0830. AT 1007 THEY FLEW FM BULLHEAD, AZ TO BIG BEAR, CA. WHEN THE PLT ATTEMPTED TO DEPART FM THE BIG BEAR ARPT HE LEFT THE MIXTURE CONTROL IN THE FULL RICH POSITION. AS THE ACFT TRANSITIONED OUT OF GROUND EFFECT IT STALLED. THE PLT HELD THE YOKE AFT AS THE ACFT ENTERED AN UNCONTROLLED DESCENT & CRASHED 1880 FT BEYOND THE RUNWAY'S END. THE FRONT RIGHT SEATED PAX VIDEO TAPED THE ACCIDENT FLIGHT. THE 93-HR TOTAL TIME PLT HAD 33-HRS IN MAKE & MODEL ACFT. NO EVIDENCE WAS FOUND OF HIM HAVING RECEIVED DUAL INSTRUCTION IN HIGH DENSITY ALTITUDE TAKEOFFS. THE DA WAS IN EXCESS OF 8500 FT. THE ACFT'S CERTIFICATED MAX GROSS WEIGHT WAS EXCEEDED. A BOX CONTAINING MARIJUANA WAS FOUND IN THE ACFT WRECKAGE. TOX RESULTS CONFIRMED MARIJUANA IN THE PLT'S BLOOD & IN THE CAMERMAN/PAX'S URINE.

Brief of Accident (Continued)

File No. - 2488

9/18/88

BIG BEAR, CA

A/C Reg. No. N55478

Time (Lcl) - 1342 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. MIXTURE - IMPROPER - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
8. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
9. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
10. PHYSICAL IMPAIRMENT(DRUGS) - PASSENGER

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

Finding(s)

11. TERRAIN CONDITION - OPEN FIELD

----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) 1,2,4,5,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2492 9/29/88 SANTA BARBARA, CA A/C Reg. No. N2246Q Time (Lcl) - 1140 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier -PETROLEUM HELICOPTER INC.	SUBSTANTIAL		Fatal	None
Type of Operation -NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	Serious	Minor
Flight Conducted Under -14 CFR 135	IN FLIGHT	Pass	0	0
Accident Occurred During -LANDING			0	0
			0	1
			0	2

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

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250 C-28	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	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 - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	PLATFORM HONDO, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SANTA BARBARA, CA	SANTA BARBARA CO.
Wind Dir/Speed- 150/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE	FORCED LANDING	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 4485
SE LAND	Months Since - UNK/NR	Make/Model- 4003
HELICOPTER	Aircraft Type - PA-28	Instrument- 112
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 38
		Last 90 Days- 89
		Rotorcraft - 4332

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT REPORTED THE ENGINE FAILED AT 25-30 FEET AGL DURING FINAL APCH. THE PLT INITIATED AN AUTOROTATION TO THE ASPHALT SURFACE OF THE HELICOPTER PARKING RAMP. STEEL PLATES WERE PLACED ON THE PARKING SPOTS TO PREVENT RAMP EROSION. THE LEFT FRONT SKID TUBE COLLIDED WITH ONE OF THE STEEL PLATES, FRACTURING THE FRONT CROSS TUBE. THE NOSE OF THE HELICOPTER PITCHED DOWN AND THE MAIN ROTOR DISC FLEXED, SEVERING THE TAIL BOOM AFT OF THE HORIZONTAL STABILIZER. EXAM OF THE ENGINE REVEALED THE NO. 1 TURBINE WHEEL FAILED AS A RESULT OF PREVIOUS CYCLES OF HIGH TEMP (2300 DEG F).

Brief of Accident (Continued)

File No. - 2492

9/29/88

SANTA BARBARA, CA

A/C Reg. No. N2246Q

Time (Lcl) - 1140 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MAEF
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TURBOSHAFT ENGINE, FREE (POWER) TURBINE - FAILURE, TOTAL
2. TURBOSHAFT ENGINE, FREE (POWER) TURBINE - PREVIOUS DAMAGE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - INITIATED - PILOT IN COMMAND

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

Finding(s)

4. AIRPORT FACILITIES, RAMP FACILITIES - ROUGH/UNEVEN
5. LANDING GEAR, SKID ASSEMBLY - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2411 10/06/88 SALINAS, CA A/C Reg. No. N1787R Time (Lcl) - 1808 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
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0

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

Make/Model - CESSNA 182R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 300/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1800 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
FRESNO, CA
Destination
WATSONVILLE, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SALINAS MUN.
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 - 70
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-182

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

Total	- 8000	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-----

AFTER RECEIVING A LIMITED WEATHER BRIEFING THAT REPORTED AN OVERCAST SKY AT 1,500 FEET AGL AT HIS DESTINATION, THE PILOT TOOKOFF WITHOUT FILING A FLIGHT PLAN. UPON ARRIVING AT HIS DESTINATION, ABOVE THE WEATHER, THE PILOT REQUESTED AND RECEIVED AN ILS APPROACH TO THE AIRPORT. AFTER PASSING THE INITIAL APPROACH FIX AND DESCENDING TO 2,200 FEET MSL OUTSIDE THE OUTER MARKER, THE PILOT INFORMED THE AIR TRAFFIC CONTROLLER THAT HE WAS EXECUTING A MISSED APPROACH. THIS WAS THE LAST COMMUNICATION WITH THE AIRCRAFT. APPROXIMATELY ONE MINUTE AND THIRTY FIVE SECONDS LATER THE CONTROLLER HEARD AN ELT SIGNAL. THE AIRCRAFT'S WRECKAGE WAS FOUND AT 0700 HOURS PDT ON OCTOBER 7, 1988, BY A GROUND SEARCH PARTY. THE WRECKAGE WAS AT AN ELEVATION OF 2,350 FEET, ON THE SIDE OF A 3,560 FOOT HIGH MOUNTAIN, ABOUT 7 MILES SOUTH OF THE ILS APPROACH COURSE. ANOTHER PILOT WHO WAS AIRBORNE IN THE AREA ABOUT 30 MINUTES AFTER THE ACCIDENT PILOT REPORTED HIS MISSED APPROACH STATED THAT THE CLOUD TOPS WERE AT 2,400 FEET.

Brief of Accident (Continued)

File No. - 2411

10/06/88

SALINAS,CA

A/C Reg. No. N1787R

Time (Lcl) - 1808 PDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. MISSED APPROACH - NOT FOLLOWED - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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. - 2409 10/19/88 UNION CITY, CA A/C Reg. No. N52222 Time (Lcl) - 0614 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 - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
HAYWARD, 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 - 35
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)

Total - 155	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RECEIVING A PREFLIGHT WEATHER BRIEFING THAT REPORTED THE SURFACE TEMPERATURE AS 55 DEGREES, DEW POINT AS 54 DEGREES FAHRENHEIT AND A CALM WIND CONDITION, THE NON-INSTRUMENT RATED PILOT AND HIS PASSENGER TOOKOFF FOR A LOCAL NIGHT FLIGHT NEAR THE BAY. THE SUN RISE AND MOON SET TABLES DEPICT THE SUN AT A -7.1 DEGREE ALTITUDE AND THE MOON AT A -74.5 DEGREE ALTITUDE BELOW THE HORIZON AT THE TIME OF THE ACCIDENT. GROUND WITNESSES OBSERVED THE AIRCRAFT PASS OVER A WELL LIT STRUCTURE THEN EXECUTE A DIVING RIGHT TURN INTO THE GROUND. FOG WAS REPORTED IN THE VICINITY BY THE WITNESSES. IMPACT FORCES AND POST-CRASH FIRE DESTROYED THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2409

10/19/88

UNION CITY, CA

A/C Reg. No. N52222

Time (Lc1) - 0614 PDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
 3. SPATIAL DISORIENTATION - PILOT IN COMMAND
 4. WEATHER CONDITION - FOG
 5. WEATHER EVALUATION - NOT PERFORMED - PILOT IN COMMAND
 6. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2494 10/19/88 PASO ROBLES, CA A/C Reg. No. N739YS Time (Lcl) - 0812 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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 TR-182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-L3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/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- 360/003 KTS
Visibility - .250 SM

Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 200 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VISALIA, CA
Destination
PASO ROBLES, CA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - IFR
Type Apch/Lndg - VOR/DME

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 64

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-210F

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 17900	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DEPARTED VFR AND WHILE EN ROUTE ENCOUNTERED IMC NEAR THE DESTINATION. THE PLT REQUESTED AN IFR CLEARANCE FOR A VOR-DME APCH. THE PLT WAS INFORMED BY ATC TO EXPECT A DELAY DUE TO ANOTHER ACFT EXECUTING THE MISSED APCH. THE PLT WAS ISSUED THE WX AS INDEFINITE 200 OBS, VIS 1/4 MILE. ONE MILE VIS WAS REQUIRED FOR A STRAIGHT-IN LANDING. THE PLT ACCEPTED THE APCH CLEARANCE AND STARTED A DESCENT. THE ACFT DESCENDED 1,200 BELOW THE APCH PROFILE AND COLLIDED WITH TREES. POST ACCIDENT INVESTIGATION REVEALED THE PLT WAS VERY FAMILIAR WITH THE TERRAIN AND WAS KNOWLEDGEABLE OF RANCH AIRSTRIPS WHERE HE HAD LANDED PREVIOUS TO THIS FLT TO WAIT OUT THE WX AT THE SAME DESTINATION ARPT. THE COURSE BEING FLOWN BY THE PLT WOULD HAVE TAKEN HIM DIRECT TO ONE OF THESE RANCHES.

Brief of Accident (Continued)

File No. - 2494

10/19/88

PASO ROBLES, CA

A/C Reg. No. N739YS

Time (Lc1) - 0812 PDT

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

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - LOW CEILING
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. WEATHER CONDITION - BELOW APPROACH MINIMUMS
7. MINIMUM DESCENT ALTITUDE - DISREGARDED - PILOT IN COMMAND
8. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2434 10/26/88 REDLANDS, CA A/C Reg. No. N79HW Time (Lcl) - 1900 PDT

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

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

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

Make/Model	- PIPER PA31P-350	Eng Make/Model	- LYCOMING TIO-540-V2AD	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7245	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 350 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- CALM</p> <p>Visibility - 1.000 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - OBSCURED</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">IMPERIAL, CA</p> <p>Destination</p> <p style="padding-left: 20px;">REDLANDS, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - SPECIAL VFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p> <p style="padding-left: 20px;">TRAFFIC PATTERN</p> <p style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">REDLANDS MUNI</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - 4500/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 550
SE LAND, ME LAND	Months Since - 9	Make/Model- 200
	Aircraft Type - PA-31P	Instrument- 98
		Multi-Eng - 250
		Last 24 Hrs - 1
		Last 30 Days- 6
		Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ARPT IS NEXT TO NORTON AFB. THE WEATHER ON THE DARK MOONLESS NIGHT WAS 1 MI VIS IN FOG AND HAZE. THE PLT COMPLETED AN ILS TO A LOW APPROACH AT NORTON AND RECEIVED A SPECIAL VFR CLEARANCE TO PROCEED TO REDLANDS. THE CIRCLING MDA FOR NORTON IS 1,700 FT MSL. NORTON AFB ELEV IS 1,100 FT MSL, AND THE REDLANDS AIRPORT ELEV IS 1,572 FT MSL. THE CIRCLING MDA FOR NORTON IS 138 FT ABOVE THE REDLANDS AIRPORT ARPT ELEV. THE RECORDED RADAR DATA SHOWED THAT THE FLT DESCENDED TO 1,800 FT ON THE ILS, THEN THE MODE C VARIED BETWEEN 1,700 AND 1,600 FT. THE LAST RADAR RETURN WAS ABOUT 1 MI FROM THE REDLANDS ARPT AT 1,600 FT MSL. A WITNESS ON THE AIRPORT SAW THE ACFT FLY OVER RUNWAY 8 IN A SOUTH TO NORTH DIRECTION, "LOW AND FAST." THE WITNESS HEARD THE CRASH SOUNDS IMMEDIATELY THEREAFTER. EVIDENCE AT THE ACCIDENT SITE REVEALED THE ACFT LEFT WING CONTACTED THE GROUND IN A 42 DEGREE LEFT BANK IN A SLIGHT NOSE DOWN ATTITUDE. FEW GROUND REFERENCE LIGHTS EXIST IN THE AREA AND THE PLT HAD MIN TTL NIGHT TIME.

Brief of Accident (Continued)

File No. - 2434

10/26/88

REDLANDS,CA

A/C Reg. No. N79HW

Time (Lcl) - 1900 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CIRCLING (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
7. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2437 11/01/88 CABAZON, CA A/C Reg. No. N3385Q Time (Lcl) - 1613 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA 421A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 7

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 300/003 KTS

Visibility - 1.250 SM

Lowest Sky/Clouds - PART OBS

Lowest Ceiling - 1000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TORRANCE, CA

Destination

TUCSON, AZ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BANNING MUNI

Runway Ident - 26

Runway Lth/Wid - 5200/ 150

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 - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 7000

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 PLT CONTACTED THE ARSA CONTROLLER FOR ADVISORIES AFTER LOSING PWR ON THE RIGHT ENG OVER AN AIR FORCE BASE. THE CONTROLLER ADVISED THE PLT THAT HIS POSITION WAS NEAR A CIVILIAN ARPT WITH LIMITED MAINTENANCE FACILITIES AND AN AIR FORCE BASE. THE PLT ADVISED THAT HE DESIRED TO CONTINUE TO A LARGER CIVILIAN ARPT ALONG HIS ROUTE WHERE HE COULD OBTAIN SERVICE. THE PLT THEN INFORMED THE CONTROLLER THAT HE COULD BARLEY SEE THE GROUND AND THAT HE WAS UNABLE TO MAINTAIN ALT DUE TO THE PROPELLER NOT FEATHERING. THE ACFT OVERFLEW A SMALL CIVILIAN ARPT AND THE PLT TOLD THE UNICOM OPERATOR THAT HE WOULD ATTEMPT TO LAND ON AN INTERSTATE HWY. THE ACFT OVERFLEW THE HWY AND IMPACTED AN ELECTRICAL TRANSMISSION LINE AND COLLIDED WITH A RESIDENCE. POST ACCIDENT INSPECTION REVEALED THE RIGHT ENG #3 CYLINDER HEAD FRACTURED ALLOWING THE HEAD TO DISPLACE OUTWARD 3/8 INCH. FRACTURE RESULTED FROM FATIGUE AT THREADED AREA BTW HEAD AND CYLINDER. THE PROPELLER GOVERNOR OPERATED NORMALLY DURING FUNCTIONAL TESTING AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2437

11/01/88

CABAZON,CA

A/C Reg. No. N3385Q

Time (Lcl) - 1613 PST

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FATIGUE
2. ENGINE ASSEMBLY,CYLINDER - SEPARATION
3. PROPELLER FEATHERING - NOT POSSIBLE - PILOT IN COMMAND
4. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
7. DISTANCE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - WIRE,TRANSMISSION
9. OBJECT - RESIDENCE

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2420

11/17/88

MILPITAS, CA

A/C Reg. No. N663Q

Time (Lcl) - 1815 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	1	0	0	0
Pass	0	0	0	0

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

Make/Model - BEECH 95
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - UNK/NR

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 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 - 310/008 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision - NONE

Precipitation - NONE

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
LIVERMORE, CA

Destination
SAN JOSE, 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)

ATP, CFI

SE LAND, ME LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3169

Make/Model - 107

Instrument - 261

Multi-Eng - 659

Last 24 Hrs - UNK/NR

Last 30 Days - 33

Last 90 Days - 162

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A NIGHT VFR FLIGHT THE ATP, WHO WORKED AS A CFI, DESCENDED AT A HIGH RATE OF SPEED & COLLIDED WITH TERRAIN AT ABOUT A 60 DEGREE NOSE DOWN & WINGS LEVEL ATTITUDE. THE COLLISION OCCURRED 6 MI FROM THE PLT'S DESTINATION ARPT. NO EVIDENCE WAS FOUND OF ANY AIRFRAME OR ENGINE MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2420

11/17/88

MILPITIS,CA

A/C Reg. No. N663Q

Time (Lcl) - 1815 PST

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

Finding(s)

1. LIGHT CONDITION - BRIGHT NIGHT
 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 3. UNDETERMINED
-

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. - 2435 11/25/88 GORMAN,CA A/C Reg. No. N5545N Time (Lcl) - 1520 PST

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

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

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

Make/Model - CESSNA 182R	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHINO,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	BAKERSFIELD,CA	Runway Ident - N/A
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 6000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 808
SE LAND	Months Since - UNK/NR	Make/Model- 163
	Aircraft Type - UNK/NR	Instrument- 100
		Multi-Eng - 8
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER RECEIVING A FULL WEATHER BRIEFING THAT REPORTED STANDING LENTICULAR CLOUDS AND GUSTY SURFACE WINDS ALONG THE PROPOSED FLIGHT ROUTE, THE INSTRUMENT RATED PRIVATE PILOT AND AN INSTRUCTOR PILOT TOOKOFF ON A PERSONAL INSTRUMENT FLIGHT OVER MOUNTAINOUS TERRAIN. AS THE AIRCRAFT BEGAN ITS DESCENT FOR LANDING THE CREW REPORTED THEY HAD ENTERED AN UNCONTROLLED DESCENT. SHORTLY THEREAFTER, COMMUNICATIONS WITH THE AIRCRAFT WERE LOST, THE AIRCRAFT'S RADAR TARGET DISAPPEARED AND AN ELT RADIO SIGNALS WERE DETECTED. GROUND SEARCH PARTIES INITIATED A SEARCH AND THE WRECKAGE WAS LOCATED TEN HOURS LATER.

Brief of Accident (Continued)

File No. - 2435

11/25/88

GORMAN,CA

A/C Reg. No. N5545N

Time (Lc1) - 1520 PST

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

Finding(s)

1. WEATHER CONDITION - MOUNTAIN WAVE
 2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
 3. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2506 11/27/88 HANFORD, CA A/C Reg. No. N9469Y Time (Lc1) - 1904 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire
ON GROUND

Crew
Pass

Fatal
1
0

Injuries

Serious
0
0

Minor
0
0

None
0
0

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

Make/Model - BEECH N35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3125
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-N
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - .250 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 400 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
OXNARD, CA
Destination
HANFORD, CA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - IFR
Type Apch/Lndg - VOR/DME

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HANFORD
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 - 59
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - BE-35

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

Total	-	3908	Last 24 Hrs	-	2
Make/Model	-	1080	Last 30 Days	-	UNK/NR
Instrument	-	190	Last 90 Days	-	121
Multi-Eng	-	25	Rotorcraft	-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DECLARED A MISSED APCH DURING A VOR CIRCLING APCH TO THE PLT'S HOME ARPT. THE ACFT DESCENDED BELOW MINIMUM DESCENT ALT, COLLIDED WITH A TELEPHONE CABLE AND CAME TO REST IN A COTTON FIELD APRX 1 MILE NORTHEAST OF THE ARPT. THE ACFT WAS IN THE LANDING CONFIGURATION AT IMPACT. THE WX WAS BELOW APCH MINIMUMS, 1/4 MILE VISIBILITY WITH FOG AND A 400 FOOT OBSCURED CEILING. THERE WAS NO EVIDENCE OF A MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2506

11/27/88

HANFORD, CA

A/C Reg. No. N9469Y

Time (Lcl) - 1904 PST

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

Finding(s)

1. WEATHER CONDITION - BELOW APPROACH MINIMUMS
2. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - LOW CEILING
5. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
6. OBJECT - WIRE, STATIC
7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
8. MINIMUM DESCENT ALTITUDE - DISREGARDED - 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. - 2512 11/04/88 W. CAMERON 617,GM A/C Reg. No. N355EH Time (Lcl) - 0651 CST

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ERA HELICOPTERS	DESTROYED					
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew	Fatal	1	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	3	2	0	0
Accident Occurred During	-DESCENT						

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

Make/Model	- AEROSPATIALE AS-355F-1	Eng Make/Model	- ALLISON 250-C20F	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	- 6	Rated Power	- 425 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	W. CAMERON 617,GM	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	W. CAMERON 617
Wind Dir/Speed- 180/025 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WATER - CHOPPY
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)
ATP	Current - YES	Total - 8819
	Months Since - 1	Make/Model- 1081
HELICOPTER	Aircraft Type - 105CB5	Instrument- 233
		Last 24 Hrs - 6
		Last 30 Days- 81
		Last 90 Days- 270
		Rotorcraft - 8773

Instrument Rating(s) - HELICOPTER

-----Narrative-----

ACFT WAS DEPARTING AN ELEVATED HELIDECK ON AN OFFSHORE PRODUCTION PLATFORM WHEN IT EXPERIENCED A COMPLETE LOSS OF TAIL ROTOR THRUST AND ACFT CONTROL DUE TO A FAILURE OF THE TAIL ROTOR DRIVE SHAFT. THE FAILURE OCCURRED AS THE PLT INITIATED HIS TAKEOFF WITH THE ACFT HAVING JUST CLEARED THE DECK AND RECOVERY WAS NOT POSSIBLE. INVESTIGATION REVEALED THAT THE DRIVE SHAFT HAD FAILED AS A RESULT OF FATIGUE CRACKING IN AN AREA OF FRETTING WHERE THE SHAFT WAS BONDED AND BOLTED TO ITS COUPLING. THIS AND PREVIOUS FAILURES IN THE SAME AREA INDICATED THAT THE SHAFT WAS UNDER DESIGNED FOR THE APPLICATION AND NORMAL OPERATING STRESSES. SHAFT WAS SUBSEQUENTLY RE-DESIGNED AND THE FLEET RETROFITTED.

Brief of Accident (Continued)

File No. - 2512

11/04/88

W. CAMERON 617,GM

A/C Reg. No. N355EH

Time (Lcl) - 0651 CST

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

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - SEPARATION
 2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
 3. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FATIGUE
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2477 6/04/88 LIHUE, HI A/C Reg. No. N53EP Time (Lcl) - 1200 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - FAIRCHILD-HILLER FH-1100
Landing Gear - SKID
Max Gross Wt - 2850
No. of Seats - 5

Eng Make/Model - ALLISON 250-C18C
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 274 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/014 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
LIHUE, HI
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - BH206B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6032
Make/Model- 134
Instrument- 46
Last 24 Hrs - 5
Last 30 Days- 47
Last 90 Days- 123
Rotorcraft - 5918

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT THE AIRCRAFT WAS IN NORMAL CRUISE FLIGHT WHEN HE NOTICED THAT THE ENGINE WAS NO LONGER DRIVING THE ROTOR SYSTEM. THE PILOT ENTERED AN AUTOROTATION AND HAD TO STRETCH THE GLIDE SLIGHTLY TO A SUITABLE LANDING AREA ON AN OFF SHORE REEF. THE HELICOPTER MADE A HARD LANDING ON THE REEF IN ABOUT ONE FOOT OF WATER. ON SITE EXAMINATION OF THE HELICOPTER BY FAA AIRWORTHINESS INSPECTORS REVEALED THAT THE BENDIX COUPLING ON THE ENGINE TO TRANSMISSION SHAFT HAD RUPTURED ON THE ENGINE END OF THE SHAFT. METALLURGICAL EXAMINATION OF THE FAILED COUPLING REVEALED A FATIGUE FRACTURE IN A CIRCUMFERENTIAL ORIENTATION ON THE COUPLING DISK. THE DRIVE SHAFT COUPLINGS ARE THE SUBJECT OF A RECURRING AD WHICH MANDATES ALIGNMENT MEASUREMENTS OF THE DRIVE SHAFT EVERY 100 HOURS. THE LAST ALIGNMENT CHECK WAS DONE ABOUT 60 HOURS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2477

6/04/88

LIHUE, HI

A/C Reg. No. N53EP

Time (Lcl) - 1200 HST

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

Finding(s)

1. ROTOR DRIVE SYSTEM, ENGINE TO TRANSMISSION DRIVE - FATIGUE
2. MAINTENANCE, ALIGNMENT - IMPROPER -
3. ROTOR DRIVE SYSTEM, ENGINE TO TRANSMISSION DRIVE - FAILURE, TOTAL
4. ROTOR DRIVE SYSTEM, ENGINE TO TRANSMISSION DRIVE - DISENGAGED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - WATER
6. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
7. TERRAIN CONDITION - NONE SUITABLE

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2421

5/31/88

LACON, IL

A/C Reg. No. N4306S

Time (Lcl) - 1400 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

Make/Model - BEECH B-19A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 160/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MARSHALL CO.
Runway Ident - 18
Runway Lth/Wid - 2200/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 38
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
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-----

THE STUDENT PILOT WAS PRACTICING A TOUCH AND GO WHICH RESULTED IN A BOUNCED LANDING ON A HOT 91 DEGREE DAY. HE ATTEMPTED A GO AROUND WITH THE FLAPS FULL DOWN, AND WHEN THE PLANE DIDN'T CLIMB HE LET THE AIRCRAFT LAND HARD ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 2421

5/31/88

LACON,IL

A/C Reg. No. N4306S

Time (Lcl) - 1400 CDT

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

Finding(s)

1. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. FLARE - IMPROPER - PILOT IN COMMAND
 5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2457 8/03/88 CHENOA,IL A/C Reg. No. N8980H Time (Lcl) - 1145 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - GRUMMAN G164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W R1340-AN
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 650 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
CHENOA,IL
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 290/007 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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 , GLIDER

Age - 44

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - PC-6

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5745	Last 24 Hrs	- 7
Make/Model	- 225	Last 30 Days	- 225
Instrument	- 254	Last 90 Days	- 305
Multi-Eng	- 1159	Rotorcraft	- 114

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING CRUISE FLIGHT, THE ENGINE STARTED LOSING POWER AND IT WOULD NOT RESPOND TO THROTTLE MOVEMENT. A FORCED LANDING WAS MADE ON SOFT TERRAIN AND THE AIRPLANE NOSED OVER DURING THE LANDING ROLL. NO MECHANICAL FAILURE/MALFUNCTION WAS FOUND DURING THE POST ACCIDENT EXAM WHICH WOULD HAVE RESULTED IN THE POWER LOSS.

Brief of Accident (Continued)

File No. - 2457

8/03/88

CHENOA,IL

A/C Reg. No. N8980H

Time (Lc1) - 1145 CDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT

3. UNSUITABLE TERRAIN - ENCOUNTERED - 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. - 2484 11/13/88 SULLIVAN,IL A/C Reg. No. NONE Time (Lcl) - 1600 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

Make/Model - AIR COMMAND 503
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 590
No. of Seats - 1

Eng Make/Model - ROTAX 3693276
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 47 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
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 - 39
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6
Last 24 Hrs - UNK/NR
Make/Model- 6
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- UNK/NR
Rotorcraft - 6

Instrument Rating(s) - NONE

-----Narrative-----

THE GYROPLANE WAS DESTROYED AND THE PILOT SUSTAINED FATAL INJURIES, WHEN IT COLLIDED WITH TERRAIN DURING AN UNCONTROLLED DESCENT. RECORDS SHOW THE PILOT HAD ONLY 6 HOURS OF TOTAL FLIGHT TIME, WITH NO TIME IN THE ACCIDENT AIRCRAFT. EXAMINATION OF THE AIRCRAFT DID NOT REVEAL EVIDENCE OF CONTROL SYSTEM OR POWERPLANT FAILURE.

Brief of Accident (Continued)

File No. - 2484

11/13/88

SULLIVAN,IL

A/C Reg. No. NONE

Time (Lcl) - 1600 CST

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

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2406 12/16/88 LAKE IN THE HLS,IL A/C Reg. No. N714ZE Time (Lc1) - 0900 CST

-----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	0	1
Accident Occurred During	-TAKEOFF				0	0	0	0

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	LAKE IN THE HLS,IL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	LAKE IN THE HILLS
Wind Dir/Speed	- 230/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 26
Lowest Sky/Clouds	- N/A	Type of Clearance	- 3000/ 50
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 23
	Months Since - N/A	Make/Model	- 23
	Aircraft Type - N/A	Instrument	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ATTEMPTING THE FIRST TAKEOFF FOR THE THIRD SUPERVISED SOLO FLIGHT WHEN SHE OVERCORRECTED FOR A CROSSWIND WHILE ON TAKEOFF ROLL. THE AIRPLANE WAS TRAVELING AT 50-55 KNOTS WHEN SHE ATTEMPTED TO BRAKE, TO NO AVAIL. THE AIRPLANE DEPARTED THE RUNWAY AND COLLIDED WITH A BERM, CAUSING SUBSTANTIAL DAMAGE TO THE AIRPLANE.

Brief of Accident (Continued)

File No. - 2406

12/16/88

LAKE IN THE HLS, IL

A/C Reg. No. N714ZE

Time (Lc1) - 0900 CST

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

Finding(s)

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

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

Finding(s)

5. TERRAIN CONDITION - BERM

-----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. - 2402 12/17/88 BANNOCK BURN, IL A/C Reg. No. N5225K Time (Lcl) - 1232 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor None
0 0 0

1
1

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

Make/Model - CESSNA 210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 320/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WHEELING, IL
Destination
WAUKEGAN, IL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND, SE SEA

Age - 49
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-210L

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 1250 Last 24 Hrs - 0
Make/Model- 800 Last 30 Days- 1
Instrument- 130 Last 90 Days- 16
Multi-Eng - 50 Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLIGHT THE AIRPLANE EXPERIENCED A COMPLETE LOSS OF POWER FROM THE ENGINE. WHEN ATTEMPTS TO RESTART THE ENGINE WERE UNSUCCESSFUL THE PLT SELECTED A TWO LANE ROAD AND PERFORMED AN OFF AIRPORT FORCED LANDING. DURING THE DESCENT THE PLT EXTENDED THE LANDING GEAR AND SELECTED FULL FLAP EXTENSION. THE PLT OBSERVED A GAP IN THE TRAFFIC ON THE ROAD AND SLIPPED THE AIRPLANE IN ORDER TO POSITION THE AIRPLANE FOR LANDING IN THE OPEN AREA. THE NO POWER GLIDE, FLARE, AND TOUCHDOWN WERE SUCCESSFUL AND HARD BRAKING SLOWED THE AIRPLANE TO APPROXIMATELY 30 KTS BEFORE THE RIGHT WING STRUCK SMALL ROADSIDE TREES CAUSING THE AIRPLANE TO SWERVE RIGHT. TWO OF THE THREE LANDING GEAR FAILED AS THE AIRPLANE CROSSED THROUGH A SHALLOW DITCH AND CAME TO A STOP. POST ACCIDENT EXAMINATION OF THE FUEL SYSTEM DISCLOSED THE PRESENCE OF WATER.

Brief of Accident (Continued)

File No. - 2402

12/17/88

BANNOCK BURN, IL

A/C Reg. No. N5225K

Time (Lcl) - 1232 CST

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION
 2. FLUID, FUEL - WATER
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
 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. - 2480 3/24/88 SERVIA,IN A/C Reg. No. N7797Q Time (Lcl) - 0938 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 NONE

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

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

Make/Model - CESSNA 310Q
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-E
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
HAVELOCK,NC
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)
FOREIGN
SE LAND,ME LAND

Age - 69
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 1975	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-----

WITNESS'S REPORT A THUNDERSTORM WITH HEAVY RAIN AND LIGHTNING IN THE AREA WHEN THEY OBSERVED THE ACCIDENT AIRCRAFT BREAK UP IN FLIGHT. ALL WITNESSES REPORT HEARING UNUSUAL ENGINE NOISES WHICH THEY CHARACTERIZED AS DIVING SOUNDS, AND OBSERVING PARTS OF THE AIRCRAFT BREAK AWAY AS IT DESCENDED INTO THE GROUND. AT THE TIME OF THE ACCIDENT THE CANADIAN CITIZEN WHO WAS ACTING AS PILOT OF THE AIRPLANE WAS NOT CERTIFIED FOR FLIGHT EITHER BY HIS OWN GOVERNMENT OR BY THE UNITED STATES.

Brief of Accident (Continued)

File No. - 2480

3/24/88

SERVIA,IN

A/C Reg. No. N7797Q

Time (Lcl) - 0938 EST

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM

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

Finding(s)

2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
3. SPATIAL DISORIENTATION - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2473 8/10/88 REDKEY, IN A/C Reg. No. N25561 Time (Lcl) - 1215 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
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 - TOMCAT MK-5
Landing Gear - SKID
Max Gross Wt - 2450
No. of Seats - 1

Eng Make/Model - LYCOMING O-435
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- 210/002 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - C-172

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

Total	- 3074	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	- 2844

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT OCCURRED DURING AN AREIAL APPLICATION FLT. AFTER A REVERSAL TURN TO MAKE A SWATH RUN, THE TAIL ROTOR STRUCK A TREE AT THE EDGE OF THE FIELD. THE HELICOPTER ENTERED AN UNCONTROLLED DESCENT AND CRASHED IN FIELD. TOXICOLOGY REVEALED HIGH CONCENTRATION OF THE SEDATIVE ANTIHISTAMINE DIPHENHYDRAMINE IN BOTH THE PILOT'S BLOOD & URINE. INTERPRETIVE COMMENTS ACCOMPANYING THE TOXICOLOGY REPORT STATED THAT HE BLOOD CONCENTRATION PRESENT WOULD MOST PROBABLY BE ASSOCIATED WITH SIGNIFICANT DROWSINESS.

Brief of Accident (Continued)

File No. - 2473

8/10/88

REDKEY,IN

A/C Reg. No. N25561

Time (Lc1) - 1215 EST

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

Finding(s)

1. OBJECT - TREE(S)
 2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
 3. PHYSICAL IMPAIRMENT(DRUGS) - 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. TERRAIN CONDITION - CROP
-

-----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. - 2474 9/21/88 ELKHART, IN A/C Reg. No. NONE Time (Lcl) - 1655 EST

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

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

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

Make/Model	- JONES NONE	Eng Make/Model	- ROTAX 532	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 65 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	ELKHART, IN	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	MIDWAY
Wind Dir/Speed	- 290/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 09
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Clearance	- 2600/ 140
Lowest Ceiling	- 20000 FT BROKEN	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- 500	Last 24 Hrs - UNK/NR
SE LAND	Months Since	- UNK/NR	Last 30 Days - 8
	Aircraft Type	- UNK/NR	Last 90 Days - 16
		Instrument-	0

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT WAS DESIGNED AND BUILT BY THE PILOT INVOLVED IN THE ACCIDENT. THIS WAS THE FIRST TEST FLIGHT. ON FIRST ATTEMPT TO TAKEOFF THE AIRCRAFT GOT 12 TO 18 INCHES OFF THE GROUND. PILOT MADE SOME ADJUSTMENTS TO AIRCRAFT AND GOT AIRBORNE ON SECOND ATTEMPT. AIRCRAFT CLIMBED TO AN ALTITUDE OF APPROXIMATELY 15 FEET AND STRUCK LOWER TELEPHONE CABLE ON UTILITY POLES ONE-QUARTER MILE OFF DEPARTURE END OF RUNWAY.

Brief of Accident (Continued)

File No. - 2474

9/21/88

ELKHART, IN

A/C Reg. No. NONE

Time (Lc1) - 1655 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
 3. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - UNDETERMINED
-

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

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
-

-----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. - 2483 11/17/88 DELPHI, IN A/C Reg. No. N3RJ Time (Lcl) - 1625 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

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

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

Make/Model - PITTS S-15
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/010 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
LAFAYETTE, IN
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, ME LAND

Age - 22

Biennial Flight Review
Current - NO
Months Since - 30
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total	- 447
Make/Model-	27
Instrument-	64
Multi-Eng -	18
Last 24 Hrs -	1
Last 30 Days-	1
Last 90 Days-	1
Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED THE ACFT PERFORMING A SERIES OF HAMMERHEAD TYPE CLIMBS AND DIVES. THE ACFT THEN WAS OBSERVED TO PERFORM A CLIMB AND ENTER A SPIN FROM WHICH THERE WAS NO RECOVERY. THE PILOT HAD RECEIVED 10 HOURS INSTRUCTION IN THE ACFT OVER TWO YEARS PRIOR TO ACCIDENT AND HAD LOGGED 27 HOURS FLIGHT TIME IN THE ACFT. THE PILOT HAD NOT FLOWN IN 27 MONTHS AT THE TIME OF THE ACCIDENT. HIS LAST FLIGHT IN THE ACCIDENT ACFT WAS 28 MONTHS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2483

11/17/88

DELPHI, IN

A/C Reg. No. N3RJ

Time (Lcl) - 1625 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD

-----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. - 2482 12/03/88 GREENCASTLE, IN A/C Reg. No. N5728A Time (Lcl) - 0920 EST

-----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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	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-B
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- 045/010 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PATOKA, IN
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

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 - 52
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 225
Make/Model- 135
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- 4
Last 90 Days- 9
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS IN CRUISE FLIGHT AT 2,000 FEET AGL WHEN A LARGE BIRD, PRESUMED TO HAVE BEEN A GOOSE, APPEARED FROM ABOVE THE ACFT AND STRUCK THE RIGHT WING IN THE WING ROOT AREA. NO EVASIVE ACTION WAS TAKEN DUE TO THE SPONTANEITY OF THE EVENT. THE ACFT WAS LANDED WITHOUT PROBLEMS. DAMAGE TO WING LEADING EDGE AND SUPPORTING STRUCTURE WAS SUBSTANTIAL.

Brief of Accident (Continued)

File No. - 2482

12/03/88

GREENCASTLE, IN

A/C Reg. No. N5728A

Time (Lcl) - 0920 EST

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

Finding(s)
1. OBJECT - BIRD(S)

----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. - 2452 9/16/88 HAYS,KS

A/C Reg. No. N1189Z

Time (Lcl) - 0700 CDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-CENTRAL AIR SOUTHWEST	SUBSTANTIAL	Fatal	0	Serious	0	Injuries
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	Minor	1	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-TAKEOFF						

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

Make/Model	- AERO COMMANDER 500B	Eng Make/Model	- LYCOMING IO-540-E1A5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 290 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- ACFT RADIO		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	HAYS	
Wind Dir/Speed	- 220/007 KTS	Runway Ident	- 34
Visibility	- 15.0 SM	Runway Lth/Wid	- 6300/ 100
Lowest Sky/Clouds	- CLEAR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAWN		

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

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 3967	Last 24 Hrs - 7
SE LAND,ME LAND	Months Since - 1	Make/Model- 2328	Last 30 Days- 23
	Aircraft Type - 500B	Instrument- 822	Last 90 Days- 65
		Multi-Eng - 3168	Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 10 MIN AFTER LANDING, DRG A CARGO OPN, THE PLT WAS PREPARING FOR THE NEXT LEG OF THE FLT, BUT WAS UNABLE TO MAKE A NORMAL START OF THE RGT ENG. HE ATTEMPTED TO START (AIR START) THE ENG BY WINDMILLING THE PROP ON A TAKEOFF TYPE OF RUN. HOWEVER, DRG THE ATTEMPT, HE LOST CONTROL OF THE ACFT & IT VEERED OFF THE RWY, CROSSED A TWY & WENT THRU A BOUNDARY FENCE BEFORE STOPPING. IT CAME TO REST, 160 DEG FROM THE RWY HDG. NO PRE-ACDNT PART FAILURE/MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2452

9/16/88

HAYS,KS

A/C Reg. No. N1189Z

Time (Lcl) - 0700 CDT

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

Finding(s)

1. 1 ENGINE - INOPERATIVE
2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED -

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

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) 3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2439 10/02/88 YODER,KS A/C Reg. No. N73483 Time (Lcl) - 1430 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - SCHWEIZER TG3A
Landing Gear - SKID
Max Gross Wt - 857
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 350/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
YODER,KS
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

SUNFLOWER
Runway Ident - 35
Runway Lth/Wid - 7000/ 300
Runway Surface - GRASS/TURF
Runway Status - DRY
HIGH VEGETATION

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

GLIDER

Age - 22

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 76	Last 24 Hrs - UNK/NR
Make/Model - 7	Last 30 Days - 3
Instrument - UNK/NR	Last 90 Days - 6
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE BEING TOWED TO ALTITUDE, THE STUDENT PILOT SAID THAT THE TOW ROPE BROKE AT ABOUT 200 TO 300 FEET AGL. HE EXECUTED A TURN FOR AN EMERGENCY LANDING, AND DURING THE TURN, STALLED THE ACFT. THE GLIDER DESCENDED UNCONTROLLED COLLIDING WITH TREES, THEN THE TERRAIN. POST ACCIDENT INVESTIGATION REVEALED THE TOW ROPE HAD BROKEN NEAR THE GLIDER TOW HOOK.

Brief of Accident (Continued)

File No. - 2439

10/02/88

YODER,KS

A/C Reg. No. N73483

Time (Lc1) - 1430 CDT

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

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - SHEARED
2. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. STALL/SPIN - ENCOUNTERED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2500 1/23/88 MENDON, MA A/C Reg. No. N663FL Time (Lcl) - 0830 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
NONE

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

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

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-D2A
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- 220/002 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOPEDALE, MA
Destination
BADER FIELD, NJ

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

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

Total	- 328	Last 24 Hrs	- UNK/NR
Make/Model	- 296	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 3
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A SHORT FIELD TAKEOFF WAS BEING MADE DUE TO THE NEAR GROSS WEIGHT OF THE ACFT. SHORTLY AFTER TAKEOFF AT AN ALT OF ABOUT 1,100 FT, THE ACFT EXPERIENCED A VIBRATION AND THE ENG BEGAN TO LOSE POWER. ALL ATTEMPTS TO REGAIN POWER WERE UNSUCCESSFUL. AFTER COMPLETING A 180 DEG TURN TOWARD THE AIRPORT, POWER WAS COMPLETELY LOST. INSUFFICIENT ALT REMAINED TO LAND SAFELY ON THE RUNWAY. THE ACFT WAS STALLED INTO TREES AND SUBSEQUENTLY COLLIDED WITH THE TERRAIN. POST ACCIDENT INSPECTION OF THE ENG AND ACFT FAILED TO REVEAL THE CAUSE OF THE POWER LOSS.

Brief of Accident (Continued)

File No. - 2500

1/23/88

MENDON,MA

A/C Reg. No. N663FL

Time (Lcl) - 0830 EST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CLIMB

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - ENCOUNTERED - PILOT IN COMMAND

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

Finding(s)
4. OBJECT - TREE(S)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2491 11/16/88 HOLDEN, MA

A/C Reg. No. N1170Z

Time (Lcl) - 1850 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 NONE

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

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

Make/Model - MOONEY M20K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-LB1 ELT Installed/Activated - YES/NO
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

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

Weather Data

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

Itinerary

Last Departure Point
WORCESTER, MA
Destination
BRIDGEPORT, CT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 180/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 600 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
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 - 55

Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 623
Make/Model-	206
Instrument-	134
Multi-Eng -	UNK/NR
Last 24 Hrs -	UNK/NR
Last 30 Days-	10
Last 90 Days-	31
Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A NIGHT INSTRUMENT DEPARTURE WITH A MAXIMUM ASSIGNED ALTITUDE OF 4,000 FT. THE PLT FAILED TO FOLLOW HIS DEPARTURE INSTRUCTIONS CONCERNING ROUTING. HE CLIMBED TO 4,600 FT AND WHEN QUERIED, SAID HE WAS HAVING AUTOPILOT PROBLEMS. A FEW MINUTES LATER, THE ACFT DISAPPEARED FROM RADAR. THE ACFT IMPACTED A LINE OF TREES AT A HIGH SPEED AND WAS EXTENSIVELY BROKEN UP. THE WRECKAGE WAS SCATTERED OVER 450 FT. THE AUTOPILOT PROBLEM WAS NOT IDENTIFIED DUE TO THE EXTENT OF IMPACT DAMAGE; HOWEVER, NO PROBLEM WAS NOTED WITH THE AIRFRAME OR ENGINE. THE PLT WAS CURRENT WITH INSTRUMENTS, BUT NOT FOR NIGHT FLIGHT. THE ACFT PITOT STATIC SYSTEM AND TRANSPONDER WERE BOTH OUT OF INSPECTION.

Brief of Accident (Continued)

File No. - 2491

11/16/88

HOLDEN,MA

A/C Reg. No. N1170Z

Time (Lcl) - 1850 EST

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. AUTOPILOT/FLIGHT DIRECTOR - UNDETERMINED
2. MAINTENANCE, INSPECTION OF AIRCRAFT - NOT PERFORMED -

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

Finding(s)

3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - FOG
5. LIGHT CONDITION - DARK NIGHT
6. SPATIAL DISORIENTATION - PILOT IN COMMAND
7. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2425 11/29/88 SHARON, MA A/C Reg. No. N9035U Time (Lc1) - 1128 EST

-----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	- ROBINSON R22	Eng Make/Model	- LYCOMING O-320-A2C	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2350	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 124 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 BOSTON, MA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 260/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE	- FORCED LANDING	
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 997	Last 24 Hrs - 4
	Months Since - 8	Make/Model- 941	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 170
			Rotorcraft - 944

Instrument Rating(s) - NONE

-----Narrative-----

AFTER THE INSTRUCTOR PILOT TOOK CONTROL OF THE HELICOPTER FOR A LANDING, THE HELICOPTER LOST POWER. THE PILOT AUTOROTATED TO A HARD LANDING AND THE HELICOPTER ROLLED OVER ONTO ITS RIGHT SIDE. A POST ACCIDENT EXAMINATION OF THE ENGINE DID NOT REVEAL ANY MECHANICAL DISCREPANCIES, HOWEVER ONLY 3/10TH OF A GALLON OF FUEL WAS FOUND IN THE FUEL SYSTEM. THE FUEL CAPACITY IS 19.8 GALLONS OF WHICH 19.2 GALLONS IS USEABLE.

Brief of Accident (Continued)

File No. - 2425

11/29/88

SHARON, MA

A/C Reg. No. N9035U

Time (Lcl) - 1128 EST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation LANDING

Finding(s)

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

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

Finding(s)

3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 ROLL OVER
Phase of Operation LANDING

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2442 12/02/88 RUSSELL, MA A/C Reg. No. N163B Time (Lcl) - 1015 EST

-----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	1	0	0	0
Pass	0	0	0	0

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

Make/Model - BELL 47D1
Landing Gear - SKID
Max Gross Wt - 2950
No. of Seats - 3

Eng Make/Model - FRANKLIN 6V-335-A
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 - UNK/NR
Wind Dir/Speed- 300/013 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - 3000 FT
Lowest Ceiling - 3000 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WESTFIELD, MA
Destination
GRT. BARRINGTON, MA

ATC/Airspace

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

Airport Proximity
UNK/NR

Airport Data

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

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

Pilot-In-Command

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-172

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

Total	- 1218	Last 24 Hrs	- UNK/NR
Make/Model-	42	Last 30 Days-	9
Instrument-	142	Last 90 Days-	21
Multi-Eng -	41	Rotorcraft -	42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE BELL 47D1 WAS ON A SOLO X-COUNTRY FLIGHT WITH A COMMERCIAL RATED (NON-ROTORCRAFT RATED) PILOT WHO WAS WORKING ON HIS ROTORCRAFT RATING. THE HELICOPTER CRASHED IN A WOODED AREA WITH DEBRIS SPREAD ALONG THE FLIGHT PATH FOR OVER 1/4 MILE. POST CRASH EXAMINATION SHOWED THAT ONE STABILIZER BAR WAS MISSING FROM THE ROTOR HEAD AND HAD FAILED OPPOSITE THE DIRECTION OF ROTATION. THE STABILIZER BAR WAS NOT RECOVERED. THERE WAS EVIDENCE OF BLADE FLAPPING AND LOW ROTOR RPM CONDITIONS. NO EVIDENCE OF A FAILURE ON THE FLIGHT CONTROL SYSTEM, OTHER THAN THE MISSING STABILIZER CONTROL BAR WAS FOUND. NO EVIDENCE OF A ENGINE FAILURE WAS NOTED, ALTHOUGH CONDITIONS WERE PRESENT FOR THE FORMATION OF CARBURETOR ICE.

Brief of Accident (Continued)

File No. - 2442

12/02/88

RUSSELL, MA

A/C Reg. No. N163B

Time (Lcl) - 1015 EST

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

4. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2495 4/24/88 GAITHERSBURG,MD A/C Reg. No. N47CL Time (Lcl) - 1600 EDT

-----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
Crew Pass

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

Make/Model - LAMB SHOESTRING S-102
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 1100
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/016 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GAITHERSBURG,MD
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

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

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

Total	- 1200	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-----

ACCORDING TO WITNESSES, THE PLT MADE SEVERAL TAKEOFFS AND LANDINGS PRIOR TO DEPARTING THE AIRPORT AREA. THE ACFT WAS NEXT SEEN AT AN ALT OF APRX 300 FT AGL OVER A LAND-FILL APRX 2 MILES FROM THE ARPT. THE ACFT ENTERED A 360 DEG TURN WITH 60 DEGS BANK. THE PLT THEN MADE A BARREL ROLL FOLLOWED BY A LEFT WING OVER. THE WITNESS STATED HE SAW THE WING FLUTTER AND THE ACFT ENTERED A STEEP NOSE DOWN ATTITUDE PRIOR TO CONTACTING THE TREES AND TERRAIN.

Brief of Accident (Continued)

File No. - 2495

4/24/88

GAITHERSBURG, MD

A/C Reg. No. N47CL

Time (Lc1) - 1600 EDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2511 10/28/88 OCEAN CITY, MD A/C Reg. No. N666RW Time (Lcl) - 2040 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - PIPER PA-34-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4200
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/NO
Stall Warning System - YES

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 240/005 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 5000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
FOREST HILL, MD

Destination
OCEAN CITY, MD

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 - 56

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 2700

Make/Model- 1850

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-----

WITNESSES SAW THE ACFT FLYING ABOUT 2 MILES NORTH OF THE DESTINATION AIRPORT (OCY) HEADED EAST AT AN ALTITUDE OF ABOUT 600 FT AGL. THE ACFT CROSSED THE SHORELINE AND WENT OVER WATER. THE ACFT WAS ABOUT ONE-HALF MILE OFFSHORE WHEN IT TURNED SOUTH. ACCORDING TO WITNESSES, THE ACFT BEGAN DESCENDING WHEN IT TURNED. THE DESCENT CONTINUED UNTIL IT CRASHED INTO THE WATER, ABOUT A MILE NORTHEAST OF OCY. WITNESSES REPORTED HEARING ENGINE SOUNDS THE ENTIRE TIME. WITNESSES ALSO REPORTED DARK NIGHT CONDITIONS EXISTED OVER WATER. EXAMINATION OF THE ACFT REVEALED NO EVIDENCE OF MECHANICAL MALFUNCTION. THE PLT WAS DENIED AN FAA MEDICAL CERTIFICATE IN AUGUST, 1986 BECAUSE OF CARDIOVASCULAR DEFICIENCIES. THE PLT'S BODY WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 2511

10/28/88

OCEAN CITY, MD

A/C Reg. No. N666RW

Time (Lcl) - 2040 EDT

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

Finding(s)

1. TERRAIN CONDITION - WATER
 2. LIGHT CONDITION - DARK NIGHT
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 4. UNDETERMINED
-

-----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. - 2479 4/18/88 BRIGHTON, MI A/C Reg. No. N2326L Time (Lcl) - 1930 EDT

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

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

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

Make/Model	- BEECH 23	Eng Make/Model	- LYCOMING O-320-D2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	HYNE FIELD	
Wind Dir/Speed	- 320/012 KTS		Runway Ident	- 22
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- 1800/ 30
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 74
SE LAND	Months Since - 5	Make/Model	- 6
	Aircraft Type - CE-150	Instrument	- 2
		Last 24 Hrs	- 1
		Last 30 Days	- 6
		Last 90 Days	- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT, AFTER A LOCAL PLEASURE FLIGHT WITH HIS CHILDREN AS PASSENGERS, HE RETURNED TO HIS DEPARTURE AIRPORT AND RE-ENTERED THE TRAFFIC PATTERN FOR RUNWAY 22. HE REPORTED THAT WHILE ON FINAL APPROACH HE DIDN'T LIKE THE WAY THINGS LOOKED AND CHOSE TO GO-AROUND. HE STATED THAT INITIALLY THE AIRCRAFT RESPONDED NORMALLY AND BEGAN TO CLIMB, BUT "IMMEDIATELY AFTER METERING OFF FLAPS, THE ENGINE BEGAN TO VIBRATE GROSSLY OUT-OF-BALANCE." THE PILOT PERFORMED EMERGENCY PROCEDURES, BUT THE "LOSS OF POWER AND ALTITUDE CONTINUED....LAKE LANDING WAS VERY SUSPECT DUE TO LACK OF ALTITUDE. REVIEWED AREA FOR ALTERNATIVE - NONE!" THE AIRCRAFT STRUCK THE TOP OF A LARGE TREE AND THEN CONTACTED A SMALLER TREE BEFORE IT DESCENDED INTO THE LAKE. PILOT AND PASSENGERS WERE ABLE TO EXIT THE AIRCRAFT BEFORE IT SANK. THE AIRCRAFT WAS SUBMERGED FOR MORE THAN 20 HOURS BEFORE IT WAS RECOVERED FROM THE LAKE. A SUBSEQUENT ENGINE RUN-UP WAS SATISFACTORILY ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 2479

4/18/88

BRIGHTON,MI

A/C Reg. No. N2326L

Time (Lc1) - 1930 EDT

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

Finding(s)

1. UNDETERMINED
2. PLANNED APPROACH - NOT ATTAINED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. GO-AROUND - PERFORMED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
6. UNSUITABLE TERRAIN

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

Finding(s)

7. OBJECT - TREE(S)

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

Finding(s)

8. TERRAIN CONDITION - WATER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2504 6/17/88 JACKSON, MI A/C Reg. No. N5810E Time (Lcl) - 2000 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
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- VARIABLE/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SOUTH BEND, IN
Destination
JACKSON, MI

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-177

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 485 Last 24 Hrs - 3
Make/Model- 200 Last 30 Days- 12
Instrument- 31 Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A ONE HOUR X-COUNTRY FLT, THE PLT NOTICED THE CYLINDER HEAD TEMPERATURE DROPPING AS HE NEARED HIS DESTINATION. THE PLT MADE A DESCENT AND REPORTED A THREE MILE FINAL TO LAND. THE ENG QUIT WHEN THE PLT PUT THE MIXTURE CONTROL TO RICH. HE ATTEMPTED TO RESTART THE ENG TO NO AVAIL AND A FORCED LANDING WAS MADE IN A DRIED UP SWAMP WHERE THE ACFT NOSED OVER. CARBURETOR ICE PROBABILITY CHARTS SHOW THAT CONDITIONS WERE FAVORABLE TO THE FORMATION OF MODERATE CARB ICE DURING CRUISE AND SERIOUS CARB ICE DURING GLIDE. TEMP WAS 76 DEGS/ DEWPOINT WAS 51 DEGS. THE ENG OPERATED NORMALLY DURING POST ACCIDENT INSPECTION.

Brief of Accident (Continued)

File No. - 2504

6/17/88

JACKSON,MI

A/C Reg. No. N5810E

Time (Lcl) - 2000 EDT

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

Finding(s)

1. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
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 - NONE SUITABLE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2456 7/02/88 FOWLERVILLE, MI A/C Reg. No. N192AP Time (Lcl) - 0830 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PERKINS DRAGONFLY
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 2

Eng Make/Model - HAPI MOTORS 60-2DM
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 60 HP

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

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

Weather Data

Wx Briefing - 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

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

MAPLE GROVE
Runway Ident - 27
Runway Lth/Wid - 3040/ 110
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - C-152

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

Total	- 476	Last 24 Hrs -	1
Make/Model-	3	Last 30 Days-	3
Instrument-	14	Last 90 Days-	8
Multi-Eng -	1		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT INDICATED THAT HE HAD 3 HOURS TOTAL FLIGHT EXPERIENCE IN THE HOMEBUILT AIRCRAFT. HE STATED THAT HE ATTEMPTED A POWER-OFF LANDING AND THE AIRCRAFT BOUNCED. ON THE THIRD BOUNCE "THE (RIGHT WING) SPAR POPPED." THE PILOT STATED THAT "THIS IS A LEARNING CURVE ACCIDENT" AND INDICATED THAT MORE TIME PRACTICING SLOW FLIGHT AND LANDINGS IN THE ACCIDENT AIRCRAFT WOULD HAVE HELPED PREVENT THE ACCIDENT. THE AIRCRAFT HAD SUSTAINED SUBSTANTIAL DAMAGE TO THE LEFT WING DUE TO A HARD LANDING DURING IT'S MAIDEN FLIGHT IN APRIL, 1986. THE FLIGHT DURING WHICH THIS ACCIDENT OCCURRED WAS THE AIRCRAFT'S FIRST FLIGHT SINCE THAT ACCIDENT.

Brief of Accident (Continued)

File No. - 2456

7/02/88

FOWLERVILLE, MI

A/C Reg. No. N192AP

Time (Lcl) - 0830 EDT

Occurrence #1 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2403 8/07/88 DETROIT, MI A/C Reg. No. N5796G Time (Lcl) - 1929 EDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>DETROIT CITY</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 5500/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 51</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 22</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 22</td> <td>Last 30 Days- 10</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 22</td> </tr> <tr> <td>Multi-Eng - 0</td> <td>Rotorcraft - 0</td> </tr> </table>	Total - 22	Last 24 Hrs - 1	Make/Model- 22	Last 30 Days- 10	Instrument- 0	Last 90 Days- 22	Multi-Eng - 0	Rotorcraft - 0
Total - 22	Last 24 Hrs - 1									
Make/Model- 22	Last 30 Days- 10									
Instrument- 0	Last 90 Days- 22									
Multi-Eng - 0	Rotorcraft - 0									

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WITH ONLY 22 HOURS TOTAL TIME WAS PRACTICING A LANDING WHICH RESULTED IN A HARD LANDING AND FAILURE OF THE NOSE GEAR. THE OVERLOAD FAILURE OF THE NOSEWHEEL ALLOWED THE YOKE TO DIG INTO THE ASPHALT RUNWAY RESULTING IN THE AIRCRAFT FLIPPING OVER.

Brief of Accident (Continued)

File No. - 2403

8/07/88

DETROIT, MI

A/C Reg. No. N5796G

Time (Lc1) - 1929 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

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

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

2. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2465 8/13/88 GRAND HAVEN, MI A/C Reg. No. N5124T Time (Lcl) - 1410 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

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

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

Eng Make/Model - LYCOMING IO-320
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELETYPE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 210/015 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GRAND HAVEN, MI
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

Age - 29
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-38

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 633 Last 24 Hrs - 1
Make/Model- 72 Last 30 Days- UNK/NR
Instrument- 116 Last 90 Days- 110
Multi-Eng - 108

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE WAS TOWING BANNERS ON THE DAY OF THE ACCIDENT. AFTER TOWING THE THIRD BANNER FOR AN ESTIMATED 1 1/4 HOURS, HE WAS RETURNING TO THE DEPARTURE AIRPORT WHEN THE AIRCRAFT'S ENGINE FAILED COMPLETELY. HE SELECTED THE "CLOSEST FIELD THAT LOOKED THE BEST..." AND EXECUTED A FORCED LANDING ON AN AREA OF ROUGH SAND DUNES. THE PILOT HAD A COMMERCIAL PILOT'S CERTIFICATE WITH APPROXIMATELY 633 HOURS TOTAL FLIGHT TIME, OF WHICH 72 HOURS WERE IN THE ACCIDENT MAKE AND MODEL AIRCRAFT. THE PILOT REPORTED THAT HE HAD BEEN TOWING BANNERS FOR "TWO SEASONS" AND "ALWAYS TIMED...FUEL BURN TO LEAVE 1 HOUR RESERVE." HE STATED THAT HE JUDGED HIS FUEL QUANTITY BY THE CUMULATIVE HOURS THE AIRCRAFT HAD FLOWN SINCE THE AIRCRAFT HAD NO ELECTRIC FUEL QUANTITY INDICATOR. HE STATED THAT HE ESTIMATED THAT HE HAD ONE HOUR OF FUEL REMAINING WHEN THE ENGINE QUIT.

Brief of Accident (Continued)

File No. - 2465

8/13/88

GRAND HAVEN, MI

A/C Reg. No. N5124T

Time (Lcl) - 1410 EDT

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

Phase of Operation CRUISE

1. FLUID, FUEL - EXHAUSTION

2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

4. UNSUITABLE TERRAIN - ENCOUNTERED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

5. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

6. TERRAIN CONDITION - SAND BAR

-----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. - 2464 8/15/88 WHITE CLOUD, MI A/C Reg. No. N939H Time (Lcl) - 0930 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - HULLIBERGER STARDUSTER II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - CONTINENTAL W670
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WHITE CLOUD, MI
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WHITE CLOUD
Runway Ident - 17
Runway Lth/Wid - 2911/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
UNK/NR

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) - UNK/NR

-----Narrative-----

THE HOMEBUILT AIRCRAFT, PILOTED BY AN UNIDENTIFIED/UNAUTHORIZED PILOT, VEERED TO THE RIGHT DURING THE LANDING ROLL, AND DEPARTED THE RUNWAY. THE LEFT WING IMPACTED THE GROUND AT THE SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2464

8/15/88

WHITE CLOUD, MI

A/C Reg. No. N939H

Time (Lc1) - 0930 EDT

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
 2. AIRCRAFT CONTROL - NOT MAINTAINED - UNKNOWN
 3. GROUND LOOP/SWERVE - ENCOUNTERED - UNKNOWN
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2463 8/17/88 SCHOOLCRAFT, MI A/C Reg. No. N48417 Time (Lcl) - 2000 EDT

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

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

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

Make/Model - GRUMMAN G-164B	Eng Make/Model - P&W R-985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	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	DECATUR, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling -	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 9045
SE LAND	Months Since - 4	Last 24 Hrs - 6
	Aircraft Type - B75	Make/Model- 64
		Last 30 Days- 123
		Instrument- 61
		Last 90 Days- 284

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AERIAL APPLICATION OPERATIONS, A HOSE BETWEEN THE CHEMICAL PUMP AND SPRAY BOOM DISCONNECTED ALLOWING THE CHEMICAL PESTICIDE TO DUMP OVERBOARD. THE PILOT ELECTED TO LAND AND ATTEMPT REPAIRS RATHER THAN FLY (DUMPING PESTICIDE) OVER POPULATED AREAS ON HIS WAY HOME. HE LANDED ON A DIRT ACCESS ROAD LOCATED IN THE FIELD HE WAS SPRAYING. DURING THE LANDING ROLL HE SWERVED TO AVOID A MOUND OF HIGH GRASS AND THE RIGHT WING CONTACTED THE CORN ALONG THE RIGHT SIDE OF THE ROAD. THE AIRCRAFT SWERVED FURTHER RIGHT AND SKIDDED TO A STOP, NOSE DOWN.

Brief of Accident (Continued)

File No. - 2463

8/17/88

SCHOOLCRAFT, MI

A/C Reg. No. N48417

Time (Lc1) - 2000 EDT

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

Finding(s)

1. SPRAY/DUSTING EQUIPMENT - DISCONNECTED
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - CROP
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

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) 4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2468 8/19/88 DECKERVILLE, MI A/C Reg. No. N33131 Time (Lc1) - 1700 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - SACKETT J2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1821
No. of Seats - 2

Eng Make/Model - FRANKLIN 6A4-150-B3
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- 050/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP
SIMULATED FORCED LAN

Airport Proximity
ON AIRPORT

Airport Data

LAMONT
Runway Ident - 09
Runway Lth/Wid - 5217/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 73
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 272	Last 24 Hrs	- 1
Make/Model-	2	Last 30 Days-	2
Instrument-	2	Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS ATTEMPTING A POWER-OFF LANDING IN AN AIRCRAFT IN WHICH HE HAD VERY LITTLE FLIGHT EXPERIENCE. HE STATED THAT WHILE ON SHORT FINAL THE AIRCRAFT "WAS SINKING FASTER THAN I REALIZED...." THE AIRCRAFT IMPACTED THE GROUND SHORT OF THE RUNWAY, AND THE LANDING GEAR COLLAPSED. THE AIRCRAFT SKIDDED TO A STOP ON THE RUNWAY; A POST-IMPACT FIRE ENSUED, AND THE AIRCRAFT WAS DESTROYED.

Brief of Accident (Continued)

File No. - 2468

8/19/88

DECKERVILLE,MI

A/C Reg. No. N33131

Time (Lc1) - 1700 EDT

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

Finding(s)

1. PLANNED APPROACH - NOT FOLLOWED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2466 8/28/88 GREGORY, MI A/C Reg. No. N5166G Time (Lc1) - 1300 EDT

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

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

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

Make/Model - CESSNA 305A	Eng Make/Model - CONTINENTAL O-470-11B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 190 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	GREGORY, MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	GREGORY, MI	RICHMOND
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2970
SE LAND, ME LAND, SE SEA	Months Since - 21	Last 24 Hrs - 2
GLIDER	Aircraft Type - PA-28	Make/Model- 26
		Last 30 Days- 16
		Instrument- 339
		Last 90 Days- 45
		Multi-Eng - 110

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE AIRCRAFT CLIMBED THROUGH AN ALTITUDE OF ABOUT 100 FEET ABOVE THE GROUND WITH A GLIDER IN TOW, THE ENGINE BEGAN TO RUN ROUGH, AND THEN FAILED COMPLETELY. THE PILOT EXECUTED A FORCED LANDING IN A GRASSY, ROLLING FIELD, STRIKING A FENCE AND SMALL TREE BEFORE IMPACTING THE GROUND. THE GLIDER RELEASED AND LANDED WITHOUT INCIDENT. POST-ACCIDENT EXAMINATION OF THE POWERPLANT, IT'S SYSTEMS AND ACCESSORIES REVEALED NO EVIDENCE OF PRE-IMPACT MECHANICAL MALFUNCTION/DIFFICULTY. THE ENGINE PERFORMED SATISFACTORILY DURING A SUBSEQUENT RUN-UP. INVESTIGATORS DRAINED 7.5 GALLONS OF 80/87 OCTANE AVIATION FUEL FROM EACH OF TWO FUEL TANKS; THE AIRCRAFT HAS A "NO TAKEOFF" VALUE OF 6.75 GALLONS OR LESS. THIS VALUE WAS ESTABLISHED BECAUSE OF THE POSITIONING OF THE FUEL TANK OUTLETS AND THE RESULTANT POSSIBILITY OF FUEL FLOW INTERRUPTION IN VARIOUS FLIGHT ATTITUDES.

Brief of Accident (Continued)

File No. - 2466

8/28/88

GREGORY,MI

A/C Reg. No. N5166G

Time (Lcl) - 1300 EDT

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

Finding(s)

1. FLUID,FUEL - LOW LEVEL
2. FLUID,FUEL - STARVATION
3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
4. GLIDER TOW RELEASE - PERFORMED -
5. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND

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

Finding(s)

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

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

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

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

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. - 2453 9/04/88 BOYNE CITY, MI A/C Reg. No. N52601 Time (Lcl) - 1157 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL PHOTO
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	1	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 - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC

Wind Dir/Speed- VARIABLE/010 KTS
Visibility - 3.000 SM

Lowest Sky/Clouds - N/A
Lowest Ceiling - 700 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARBOR SPRINGS, MI
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 - 39
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 712
Make/Model- 12
Instrument- UNK/NR
Multi-Eng - 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 74
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND HIS PASSENGER WERE FLYING LOW OVER A SAILBOAT REGATTA TO PHOTOGRAPH SAILBOATS. AS THE PILOT MANEUVERED FOR A PHOTOGRAPH, HE THROTTLED BACK AND BANKED THE AIRCRAFT IN A STEEP BANK. SUBSEQUENTLY, THE AIRCRAFT STALLED AND THERE WAS INSUFFICIENT ALTITUDE TO RECOVER. THE AIRCRAFT IMPACTED THE WATER IN A LEFT WING LOW, NOSE DOWN ATTITUDE AND SANK ALMOST IMMEDIATELY. THE PASSENGER ESCAPED WITH SERIOUS INJURIES. HE TRIED TO HELP THE PILOT, BUT THE PILOT RECEIVED A HEAD INJURY, WHICH WAS FATAL. APRX 23 MI NNE AT PELLSTON, MI, THE 1152 EDT WX WAS IN PART: ESTD 700' OVC, VIS 3 MI WITH LIGHT RAIN SHOWERS & FOG. WINDS IN THE AREA WERE RPRTD TO BE VARIABLE.

Brief of Accident (Continued)

File No. - 2453

9/04/88

BOYNE CITY, MI

A/C Reg. No. N52601

Time (Lcl) - 1157 EDT

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

Finding(s)

1. MANEUVER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. ALTITUDE - INADEQUATE - 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) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2485 10/08/88 COLDWATER,MI A/C Reg. No. N131JT Time (Lcl) - 1448 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - VOLKSPLANE VP-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 750
No. of Seats - 1

Eng Make/Model - VOLKSWAGEN 1500
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 240/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 5000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLDWATER,MI

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BRANCH CO MEM.

Runway Ident - 24

Runway Lth/Wid - 4700/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 51

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- 122

Instrument- 0

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS IN LOCAL TRAFFIC PATTERN AT APPROXIMATELY 300 FEET AGL. WITNESSES DESCRIBED THE ACFT ATTITUDE AS NOSE HIGH, AND THE AIRSPEED AS SLOW AS THE PILOT WAS TURNING DOWNWIND. WITNESSES DESCRIBED THE ENGINE NOISE AS LOUD. THE ACFT ROLLED INVERTED AND STRUCK THE GROUND IN AN APRX 60 DEGS NOSE LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 2485

10/08/88

COLDWATER,MI

A/C Reg. No. N131JT

Time (Lc1) - 1448 EDT

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

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
-

---;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. - 2458 10/16/88 LUDINGTON, MI A/C Reg. No. N58155 Time (Lcl) - 1050 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE
Crew
Pass

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

-----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/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed - UNK/NR
Visibility - .500 SM
Lowest Sky/Clouds - 400 FT
Lowest Ceiling - 400 FT OVERCAST
Obstructions to Vision - NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LUDINGTON, MI
Destination
WHEELING, IL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 62
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - M20J

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

Total	- 1200	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	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE PILOT CONTACTED MINNEAPOLIS CENTER TO ACTIVATE AN IFR FLIGHT PLAN AND SUBSEQUENTLY REPORTED A COMPLETE GYRO FAILURE. THE PILOT WAS BEING GIVEN A NO-GYRO TURN TO THE NEAREST AVAILABLE AIRPORT WHEN THE AIRPLANE DISAPPEARED OFF RADAR. THE ACFT WAS RECOVERED IN A LAKE ALMOST DIRECTLY BENEATH THE LAST KNOWN RADAR LOCATION. POST ACCIDENT INSPECTION OF THE WRECKAGE REVEALED A SHEARED VACUUM PUMP SHAFT.

Brief of Accident (Continued)

File No. - 2458

10/16/88

LUDINGTON, MI

A/C Reg. No. N58155

Time (Lcl) - 1050 EDT

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

Finding(s)

1. VACUUM SYSTEM - FAILURE, TOTAL
2. FLIGHT/NAV INSTRUMENTS, ATTITUDE GYRO - FAILURE, TOTAL
3. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - FAILURE, TOTAL
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - LOW CEILING

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

Finding(s)

6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2510 10/16/88 YPSILANTI,MI A/C Reg. No. N48DS Time (Lcl) - 2005 EDT

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

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

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

Make/Model - EXPERIMENTAL BARRACUDA	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	INDIANAPOLIS,IN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - IMC	YPSILANTI,MI	WILLOW RUN
Wind Dir/Speed- 230/015 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7526/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 800 FT BROKEN	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)
PRIVATE	Current - YES	Total - 1500
SE LAND	Months Since - 11	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 850
		Last 30 Days- 10
		Instrument- 320
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ENROUTE TO LANSING, MICHIGAN (LAN) THE PILOT OF THIS AMATEUR BUILT BARRACUDA WAS FORCED TO DEVIATE TO YPSILANTI'S WILLOW RUN AIRPORT (YIP), DUE TO THUNDERSTORMS ON THE FLIGHT PATH. ON LANDING, HE EXPERIENCED A HARD TOUCHDOWN AND THE ACFT BEGAN TO PORPOISE. WHILE ATTEMPTING A GO-AROUND, THE ACFT HIT HARD AGAIN, DRIVING THE MAIN GEAR THROUGH THE WINGS.

Brief of Accident (Continued)

File No. - 2510

10/16/88

YPSILANTI,MI

A/C Reg. No. N48DS

Time (Lcl) - 2005 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
-

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

Finding(s)

3. LANDING GEAR,MAIN GEAR - OVERLOAD
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 5. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2472 12/22/88 BENTON HARBOR, MI A/C Reg. No. N50331 Time (Lcl) - 1330 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

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

0

Pass

0

Injuries

Serious

0

Minor

0

None

1

0

-----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 - 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- 140/019 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 11000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GAYLORD, MI

Destination

BENTON HARBOR, MI

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 52

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-150

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 1950

Make/Model- 1600

Instrument- 80

Multi-Eng - 5

Last 24 Hrs - 4

Last 30 Days- 20

Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A TOTAL LOSS OF ENGINE POWER WAS EXPERIENCED DURING CRUISE FLT AT 2,500 FT. THE PLT ATTEMPTED AND EMERGENCY LANDING IN OPEN FIELD BUT STRUCK SEVERAL SMALL TREES SHORT OF POINT OF INTENDED LANDING. TREE IMPACT SHEARED THE NOSE GEAR AND THE ACFT IMPACTED LEFT WING DOWN IN AN OPEN FIELD. POST ACCIDENT INVESTIGATION REVEALED NO FUEL IN RIGHT TANK, AND 7/8 INCH OF FUEL IN LEFT TANK. A FUEL SAMPLE FROM THE LEFT TANK SUMP CONTAINED WATER AND DIRT. A CARBURETOR SAMPLE CONTAINED WATER AND DIRT. THE PLT STATED THAT HE KNEW HE WAS GETTING LOW ON FUEL AND HAD PLANNED TO REFUEL AT ROSS FIELD, WHICH WAS 3 MILES FROM THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 2472

12/22/88

BENTON HARBOR, MI

A/C Reg. No. N50331

Time (Lcl) - 1330 EST

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

Finding(s)

1. 1 ENGINE -
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. FLUID, FUEL - CONTAMINATION
4. FUEL SYSTEM - STARVATION

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 - TREE(S)
6. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
7. UNSUITABLE TERRAIN - ENCOUNTERED - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - OPEN FIELD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2404 12/31/88 GRAND RAPIDS, MI A/C Reg. No. N714XV Time (Lcl) - 1517 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED		Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					1
					0

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

Make/Model - CESSNA 152II	Eng Make/Model - LYCOMING O-235-L2L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GRAND RAPIDS, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KENT COUNTY INT'L
Wind Dir/Speed- 120/006 KTS	ATC/Airspace	Runway Ident - 26L
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 32
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 10
		Last 30 Days- 7
		Instrument- 2
		Last 90 Days- 10
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ATTEMPTING TO LAND WHEN THE AIRCRAFT ENCOUNTERED WAKE TURBULENCE FROM A PRECEDING BOEING 727. THE PILOT WAS UNABLE TO MAINTAIN CONTROL OF THE AIRCRAFT, AND IT STRUCK THE RUNWAY AND NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 2404

12/31/88

GRAND RAPIDS, MI

A/C Reg. No. N714XV

Time (Lc1) - 1517 EST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. VISUAL SEPARATION - INADEQUATE - PILOT IN COMMAND
4. WAKE TURBULENCE - ENCOUNTERED - PILOT IN COMMAND
5. INADEQUATE INITIAL TRAINING - FLIGHT INSTRUCTOR(ON GROUND)

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

Finding(s)

6. TERRAIN CONDITION - RUNWAY
7. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2481 4/05/88 ST. PAUL, MN A/C Reg. No. N181LL Time (Lcl) - 1515 CDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-CRITICAL CARE INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	4
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-CRUISE						

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

Make/Model	- BEECH B90	Eng Make/Model	- P&W PT6A-135	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9650	Engine Type	- TURBOPROP		
No. of Seats	- 7	Rated Power	- 550 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NWS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	MINOT, ND			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- IMC	ST. PAUL, MN		Runway Ident	- N/A
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- UNK/NR	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- IFR	Runway Status	- N/A
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	- NONE		
Obstructions to Vision	- UNK/NR				
Precipitation	- UNK/NR				
Condition of Light	- 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)	
ATP	Current - UNK/NR	Total - 5005	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 900	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 600	Last 90 Days - 20
		Multi-Eng - 4300	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS BEING OPERATED AS AN AIR AMBULANCE WHEN IT SUSTAINED SUBSTANTIAL DAMAGE DURING AN UNCOMMANDED HARD PITCHOVER. THE AIRPLANE WAS OPERATING IN VISUAL CONDITIONS ABOVE A SOLID CLOUD LAYER USING INSTRUMENT FLIGHT RULES. THE AIRPLANE RECOVERED FROM THE EXCURSION AND CONTINUED ON TO ITS DESTINATION. THE ATP RATED PILOT, THREE MEDICAL ATTENDANTS AND ONE PATIENT WERE NOT INJURED. TESTING OF THE PILOT'S WHEEL TRIM SWITCH SHOWED THE SWITCH WOULD STICK IN THE CLOSED OR ACTUATED POSITION AND NOT RETURN TO THE "CENTER OFF" POSITION. THIS OCCURRED DURING TEMPERATURE CYCLING FROM ROOM TEMPERATURE TO BELOW FREEZING AND BACK AGAIN. THE CABIN HEATER HAD FAILED WITH AN OUTSIDE AIR TEMPERATURE OF -26 DEGS CELSIUS AND THE CABIN WAS COLD.

Brief of Accident (Continued)

File No. - 2481

4/05/88

ST. PAUL,MN

A/C Reg. No. N181LL

Time (Lcl) - 1515 CDT

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation CRUISE

Finding(s)

1. ELECTRICAL SYSTEM,ELECTRIC SWITCH - FAILURE,PARTIAL
 2. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND
 3. AIR COND/HEATING/PRESSURIZATION,CABIN TEMP CONTROL - INOPERATIVE
 4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2443 7/03/88 HAMM LAKE, MN A/C Reg. No. N2485N Time (Lcl) - 1246 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire
NONE

Crew
Pass

Fatal
2
0

Injuries

Serious Minor
0 0
0 0

None
0
0

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

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235 L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
ANOKA, MN
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 180/015 KTS
Visibility - 15.0 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 - 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)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 41

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 - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT AIRPLANE COLLIDED WITH TERRAIN WHILE IN AN UNCONTROLLED DESCENT WHICH OCCURRED DURING A TRAINING FLIGHT. THE ACCIDENT SITE WAS DISCOVERED BY THE PILOT OF ANOTHER AIRPLANE WHO REPORTED IT TO ATC. EXAMINATION OF THE WRECKAGE DISCLOSED NO DEFECTS WITH EITHER THE AIRFRAME OR POWERPLANT THAT WOULD ADVERSELY AFFECT AIRCRAFT PERFORMANCE THROUGHOUT ITS APPROVED FLIGHT ENVELOPE. TOXICOLOGICAL TESTING OF THE STUDENT PILOT REVEALED A METABOLITE OF MARIJUANA PRESENT IN THE SUBJECTS URINE AT A CONCENTRATION OF 179NG/ML.

Brief of Accident (Continued)

File No. - 2443

7/03/88

HAMM LAKE, MN

A/C Reg. No. N2485N

Time (Lc1) - 1246 CDT

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

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 2. PHYSICAL IMPAIRMENT(DRUGS) - DUAL STUDENT
-

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

Finding(s)

3. TERRAIN CONDITION - GROUND
-

-----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. - 2505 9/05/88 COHASSET, MN A/C Reg. No. N7222D Time (Lcl) - 0930 CDT

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

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

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

Make/Model	- PIPER PA-22-150	Eng Make/Model	- LYCOMING O-320-A3A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL 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	Last Departure Point	ON AIRPORT
Method	COHASSET, MN	
Completeness	Destination-	Airport Data
Basic Weather	COHASSET, MN	Runway Ident
Wind Dir/Speed-	ATC/Airspace	- 27
Visibility	Type of Flight Plan	Runway Lth/Wid
- 15.0 SM	- NONE	- 2500/ 100
Lowest Sky/Clouds	Type of Clearance	Runway Surface
- N/A	- NONE	- GRASS/TURF
Lowest Ceiling	Type Apch/Lndg	Runway Status
- 4000 FT BROKEN	- FULL STOP	- DRY
Obstructions to Vision-		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age -	21	Medical Certificate -	VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (Hours)	
PRIVATE	Current	- YES	Total	- 81
SE LAND	Months Since	- 1	Make/Model-	55
	Aircraft Type	- PA-22	Instrument-	4
			Multi-Eng	- UNK/NR
			Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES ON FINAL APCH TO LAND AT A PVT AIRSTRIP. THE PLT STATED THAT ON EARLIER ATTEMPTS TO LAND HE WAS HIGH AND FAST. HE STATED HE INTENTIONALLY SLOWED THE ACFT AND USED LESS ALT IN ORDER TO NOT LAND TOO LONG ON THE AIRSTRIP. HE STATED THAT ON SHORT FINAL, THE ACFT DESCENDED BELOW THE TREE LINE BECAUSE OF A DOWNDRAFT. HE STATED HE ADDED POWER BUT WAS AFRAID THAT IF HE RAISED THE NOSE, THE ACFT WOULD STALL. THEREFORE, HE KEPT THE NOSE LEVEL AND FLEW THROUGH THE TREE TOPS. THE ACFT CONTACTED ONE LARGE TREE AND DESCENDED TO THE AIRSTRIP.

Brief of Accident (Continued)

File No. - 2505

9/05/88

COHASSET, MN

A/C Reg. No. N7222D

Time (Lcl) - 0930 CDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. OBJECT - TREE(S)
3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
4. AIRSPEED - 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) 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. - 2498

9/05/88

MANKATO, MN

A/C Reg. No. N369DK

Time (Lcl) - 1830 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 - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Fire
NONE

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

Make/Model - HOMEBUILT WOODSTOCK
Landing Gear - HULL
Max Gross Wt - 450
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
SAME AS ACC/INC
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

Basic Weather - VMC
Wind Dir/Speed- 320/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR THIN BKN
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

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
GLIDER

Age - 59

Biennial Flight Review

Current - NO
Months Since - 39
Aircraft Type - 2-33

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 182	Last 24 Hrs	- 0
Make/Model-	35	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HOMEBUILT EXPERIMENTAL GLIDER EXPERIENCED AN INFLIGHT STRUCTURAL FAILURE OF BOTH WINGS WHICH SUBSEQUENTLY RESULTED IN A LOSS OF CONTROL AND IMPACT WITH THE TERRAIN. EXAMINATION REVEALED THE WINGS FAILED DUE TO OVERLOAD AT WING MIDSPAN NEAR THE SPOILERS. RECOVERY FROM LOOPS UTILIZING THE SPOILERS AS AIR BRAKES WILL CAUSE AN INCREASED BENDING MOMENT OUTBOARD OF THE SPOILERS AND REDUCE WING STRENGTH IN THE SPOILER BOX AREA. THE PLT HAD 35 HRS OF FLT TIME IN THE ACFT, AND HAD LOGGED PERFORMANCE OF LOOPS IN HIS PLT LOGBOOK. AEROBATICS ARE PROHIBITED IN THIS ACFT.

Brief of Accident (Continued)

File No. - 2498

9/05/88

MANKATO, MN

A/C Reg. No. N369DK

Time (Lcl) - 1830 CDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 3. WING - FAILURE, TOTAL
-

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

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

Finding(s)

4. TERRAIN CONDITION - CROP
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2461 6/21/88 ELDON, MO A/C Reg. No. N4490T Time (Lcl) - 1600 CDT

-----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 -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 - 2600
No. of Seats - 4

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

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

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

Weather Data

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

Itinerary

Last Departure Point
JEFFERSON CITY, MO
Destination
BENTONVILLE, AR

Airport Proximity
ON AIRPORT

Airport Data

ELDON
Runway Ident - 18
Runway Lth/Wid - 3195/ 45
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 190/010 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 47

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 79	Last 24 Hrs	- 2
Make/Model	- 79	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 32
Multi-Eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING A BUSINESS, CROSS-COUNTRY FLIGHT, THE PRIVATE PILOT SAID THAT HE HEARD A POPPING NOISE FOLLOWED BY OIL APPEARING ON THE WINDSHEILD. SHORTLY AFTER THE ENGINE BEGAN TO LOSE POWER, THEN QUIT. AN EMERGENCY LDG WAS ATTEMPTED ON AN AIRPORT, BUT THE ACFT LANDED SHORT OF THE RUNWAY, STRUCK A FENCE AND COLLIDED WITH THE TERRAIN. THE ACFT CAME TO REST ABOUT 25 FEET FROM THE RUNWAY. POST ACCIDENT INVESTIGATION REVEALED A BROKEN ENGINE OIL LINE WHICH RESULTED IN LOSS OF ENGINE OIL AND SUBSEQUENT TOTAL ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 2461

6/21/88

ELDON,MO

A/C Reg. No. N4490T

Time (Lc1) - 1600 CDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - RUPTURED
 2. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 4. OBJECT - FENCE
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2438

7/09/88

LEXINGTON, MO

A/C Reg. No. N7578D

Time (Lcl) - 1415 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	5

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

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

Make/Model - BEECH A-60
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6775
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-541-E1C4
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 380 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 180/013 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHICAGO, IL
Destination
OLATHE, KS

Airport Proximity
ON AIRPORT

Airport Data
LEXINGTON

Runway Ident - 04
Runway Lth/Wid - 3200/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - VFR
Type Apch/Lndg - PRECAUTIONARY LANDING

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

Pilot-In-Command

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

Age - 48

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2500	Last 24 Hrs	- UNK/NR
Make/Model-	24	Last 30 Days-	UNK/NR
Instrument-	384	Last 90 Days-	48
Multi-Eng -	115	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC BOARDED 5 PSNGR'S AND A FUEL LOAD OF 120 GALLONS FOR A 375 NM TRIP TO KANSAS. THE PIC STATED HE ENCOUNTERED STRONG WINDS ALOFT THAT REDUCED HIS FUEL SUPPLY TO A CRITICAL STATE. WHILE AT CRUISE FLT ABOUT 51 NM SHORT OF HIS DESTINATION THE RIGHT ENG QUIT DUE TO AN INADEQUATE FUEL SUPPLY. A RQST OF ATC FOR VECTORS TO THE CLOSEST ARPT WAS MADE. WITNESSES OSRVD THE ACFT CIRCLE THE ARPT SEVERAL TIMES WITH THE PIC STATING HE WAS CONCERNED ABT THE PRESENCE OF SKY JUMPERS IN THE AREA. THE CONCERN INCREASED WHEN AN ACFT PULLED ONTO THE ACTIVE RWY AT THE LEXINGTON ARPT AFTER THE ACFT WAS COMMITTED TO LAND. WITNESSES INDICATED THE ACFT LANDED NOSE WHEEL FIRST AND CAREENED TO THE RT SIDE OF THE RWY AND OFF INTO SOFT TERRAIN. DIRECTIONAL CONTROL WAS LOST AS THE ACFT DPTD THE RWY, FOLLOWED SHORTLY BY A LEFT GEAR COLLAPSE AND SEPERATION, AND NOSE GEAR COLLAPSE. REMAINING FUEL AT THE ACCIDENT SITE WAS DETERMINED TO BE 9 GALLONS IN THE LEFT WING TANK AND NONE IN THE RIGHT.

Brief of Accident (Continued)

File No. - 2438

7/09/88

LEXINGTON, MO

A/C Reg. No. N7578D

Time (Lcl) - 1415 CDT

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

Finding(s)

1. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. ANXIETY/APPREHENSION - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2460 9/12/88 GOODMAN, MO A/C Reg. No. N3533N Time (Lcl) - 1930 CDT

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

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

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

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL C-65-8FJ	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	NEOSHO, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 070/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 450
SE LAND	Months Since - UNK/NR	Make/Model- 60
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 0
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ENCOUNTERED HIGH ENGINE OIL TEMPERATURE AND A ROUGH RUNNING ENGINE DURING CRUISE. HE ELECTED TO EXECUTE A PRECAUTIONARY LANDING TO AN OPEN FIELD AND CONTACTED POWER LINES DURING THE APPROACH TO THE FIELD. THE PILOT STATED THAT HE COULD NOT SEE THE POWER LINES DUE TO THE BRIGHT SUN. TEARDOWN AND EXAMINATION OF THE ENGINE CONFIRMED PROBLEMS WITH THE IGNITION SYSTEM AND THE ENGINE LUBRICATING SYSTEM.

Brief of Accident (Continued)

File No. - 2460

9/12/88

GOODMAN,MO

A/C Reg. No. N3533N

Time (Lcl) - 1930 CDT

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

Finding(s)

1. ENGINE INSTRUMENTS,OIL TEMPERATURE GAGE - OVERTEMPERATURE
2. IGNITION SYSTEM,MAGNETO - ARCING
3. LUBRICATING SYSTEM - PRESSURE TOO LOW
4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - WIRE,TRANSMISSION
6. LIGHT CONDITION - SUNGLARE
7. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - GROUND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2410 5/04/88 NELIGH, NE A/C Reg. No. N2872R Time (Lcl) - 1930 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NELIGH, NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ANTELOPE COUNTY
Wind Dir/Speed- 320/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 85
SE LAND	Months Since - 7	Make/Model- UNK/NR
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 11
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER MAKING A NORMAL TAKEOFF AND CLIMB, THE AIRCRAFT MADE A 180 DEGREE TURN AND FLEW TOWARDS THE DEPARTURE AIRPORT AT WHAT WITNESSES DESCRIBED AS LOW AND SLOW. SHORTLY AFTERWARD, THE AIRCRAFT NOSED DOWN AND DESCENDED, UNCONTROLLED, TO THE TERRAIN. POST ACCIDENT INVESTIGATION REVEALED NO MECHANICAL MALFUNCTION OR FUEL SUPPLY SHORTAGE. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE, AND THE LOW TIME, NEWLY CERTIFICATED PRIVATE PILOT, AND PASSENGER SUFFERED SERIOUS INJURIES.

Brief of Accident (Continued)

File No. - 2410

5/04/88

NELIGH,NE

A/C Reg. No. N2872R

Time (Lcl) - 1930 CDT

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

Finding(s)

1. UNDETERMINED

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

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

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2459 8/28/88 YORK, NE A/C Reg. No. N3J Time (Lcl) - 1730 CDT

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

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

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

Make/Model - PIPER J3	Eng Make/Model - CONTINENTAL C-65	ELT Installed/Activated - YES/YES
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 Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 210/008 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 51 Biennial Flight Review Current - NO Months Since - 0 Aircraft Type - UNK/NR	Medical Certificate - EXPIRED Flight Time (Hours) Total - 985 Make/Model- 275 Instrument- 0 Last 24 Hrs - 1 Last 30 Days- UNK/NR Last 90 Days- UNK/NR
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT JUST AFTER TAKEOFF FROM THE GRASS AIRSTRIP, THE ENGINE SPUTTERED AND LOST POWER. HE ATTEMPTED TO LAND ON A NEARBY ROAD AND JUST AS THE RIGHT MAIN WHEEL TOUCHED DOWN, THE ENGINE BEGAN TO DEVELOP POWER. THE ACFT STRUCK A POWER POLE AND FLIPPED OVER IMPACTING THE TERRAIN IN AN INVERTED ATTITUDE. REASON FOR THE REPORTED LOSS OF POWER WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2459

8/28/88

YORK,NE

A/C Reg. No. N3J

Time (Lcl) - 1730 CDT

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

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. OBJECT - UTILITY POLE

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

1
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. - 2414 3/27/88 MANCHESTER, NH A/C Reg. No. N2746W Time (Lcl) - 1715 EDT

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

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

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

Make/Model	- MOONEY M20	Eng Make/Model	- LYCOMING IO-360-A1A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2575	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MANCHESTER, NH</p> <p>Destination CONCORD, NH</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>Age - 30</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1870</p> <p>Make/Model- 370</p> <p>Instrument- 205</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 75</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF FROM MANCHESTER, NEW HAMPSHIRE AND AFTER REACHING AN ALTITUDE OF ABOUT 2,000 FEET, THE AIRCRAFT EXPERIENCED AN ENGINE FAILURE AND AT THE SAME TIME OIL SPLATTERED ON THE WINDSHIELD. THE PILOT MADE AN EMERGENCY WHEELS UP LANDING ON A BRIDGE ON ROUTE 93 IN HOOKSETT, NEW HAMPSHIRE. A POST ACCIDENT INSPECTION OF THE AIRPLANE REVEALED A HOLE IN THE ENGINE UPPER CASE AT THE NO. 2 CYLINDER AND A FRACTURED AND DEFORMED NO. 2 CONNECTING ROD. METALLURGICAL EXAM INDICATED THAT THE CONNECTING ROD BOLT NUT ON THE NO.2 CYLINDER BACKED COMPLETELY OFF THE BOLT.

Brief of Accident (Continued)

File No. - 2414

3/27/88

MANCHESTER, NH

A/C Reg. No. N2746W

Time (Lc1) - 1715 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - SEPARATION
2. ENGINE ASSEMBLY,CONNECTING ROD BOLT - SEPARATION
3. ENGINE ASSEMBLY,CONNECTING ROD CAP - SEPARATION
4. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. 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) 4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2426 12/12/88 BRADFORD, NH A/C Reg. No. N5699M Time (Lc1) - 1200 EST

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

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

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

Make/Model	- ENSTROM F28F	Eng Make/Model	- LYCOMING H10-360-F1AD	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1950	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- VARIABLE/007 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BRADFORD, NH</p> <p>Destination CONCORD, NH</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 63</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 119</p> <p>Make/Model- 96</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 8</p> <p>Last 90 Days- 23</p> <p>Rotorcraft - 119</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ENSTROM F28, PILOTED BY A STUDENT PILOT, MADE A TAKEOFF FROM A PRIVATE PAD ON THE PILOT'S PROPERTY. AFTER GETTING THE HELICOPTER TO A HOVER, THE PILOT REPORTED THE HELICOPTER FELT AS IF IT HAD BEEN PUT IN A SEVERE FORWARD ATTITUDE. THE PILOT ATTEMPTED TO MAKE A HARD LANDING ON THE PAD, HOWEVER, HE WAS NOW ALMOST OFF THE PAD AND TREES WERE 25 FEET AHEAD. THE MAIN ROTORS CONTACTED TREES. THE PILOT SAID THE FLIGHT CONTROLS WERE WRENCHED FROM HIS HANDS AND THE TAIL STRUCK A STONE WALL. THE FAA REPORTED THAT THE PILOT SAID HE TOOK OFF WITH A TAILWIND.

Brief of Accident (Continued)

File No. - 2426

12/12/88

BRADFORD,NH

A/C Reg. No. N5699M

Time (Lcl) - 1200 EST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
-

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

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. - 2441

4/30/88

MORRISTOWN,NJ

A/C Reg. No. N4557Q

Time (Lcl) - 1515 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

Make/Model - GRUMMANEAM AA5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2405
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - 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 - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TETERBORO,NJ
Destination
MORRISTOWN,NJ

Airport Proximity
ON AIRPORT

Airport Data
MORRISTOWN

Runway Ident - 05
Runway Lth/Wid - 6000/ 150
Runway Surface - MACADAM
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 27

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 70	Last 24 Hrs	- UNK/NR
Make/Model-	35	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
Multi-Eng	- 2		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A BOUNCED LANDING ON RUNWAY 5 WITH WINDS FROM 300 AT 15 - 20 KNOTS. THERE WERE TWO PRIVATE PILOTS ON BOARD AND BOTH ATTEMPTED TO CORRECT THE SITUATION WITH ONE WORKING THE POWER AND THE OTHER ATTEMPTING TO CORRECT THE BOUNCE. THE AIRCRAFT FELL OFF ON A WING AND CRASHED.

Brief of Accident (Continued)

File No. - 2441

4/30/88

MORRISTOWN, NJ

A/C Reg. No. N4557Q

Time (Lcl) - 1515 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. CONTROL INTERFERENCE - PERFORMED - PILOT PASSENGER

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

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

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

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. - 2514 5/29/88 COLTS NECK,NJ A/C Reg. No. N5202G Time (Lcl) - 1350 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Fatal

Crew 0
Pass 0

Injuries

Serious Minor None

0 0 1
0 0 0

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

Make/Model - CESSNA 305A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 213 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/010 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
COLTS NECK,NJ
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 56
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3598 Last 24 Hrs - 6
Make/Model- 496 Last 30 Days- 0
Instrument- 869 Last 90 Days- 20
Multi-Eng - 2646

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT SHORTLY AFTER PICKING UP THE BANNER TO BE TOWED, ENG RPM BEGAN TO DROP. HE SWITCHED TANKS AND DROPPED THE BANNER BUT ALTITUDE STILL COULD NOT BE MAINTAINED. A LANDING WAS SET UP AND THE FLAPS SET AT 45 DEGREES. TOUCHDOWN WAS IN A LAND FILL AND DURING LANDING ROLL OUT, THE AIRCRAFT COLLIDED WITH A 10' HIGH CHAIN LINK FENCE. AIRCRAFT HAD STC FOR AUTO FUEL AND AUTO FUEL WAS USED. TEMPERATURE WAS 92 DEGREES AND THE OPERATOR SAID THAT HE HAD EXPERIENCED VAPOR LOCK WITH SOME OF HIS OTHER AIRCRAFT THAT DAY.

Brief of Accident (Continued)

File No. - 2514

5/29/88

COLTS NECK, NJ

A/C Reg. No. N5202G

Time (Lcl) - 1350 EDT

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

Finding(s)

1. FUEL SYSTEM - OTHER
 2. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

3. OBJECT - FENCE
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2496 7/04/88 LINDEN, NJ A/C Reg. No. N6655L Time (Lcl) - 1700 EDT

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

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

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

Make/Model	- LAKE LA-4	Eng Make/Model	- LYCOMING O-360-D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	LINDEN, NJ	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	LINDEN
Wind Dir/Speed	- 130/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 14
Lowest Sky/Clouds	- 25000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 2493/ 75
Obstructions to Vision	- HAZE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- ASPHALT
Condition of Light	- DAYLIGHT	- FORCED LANDING	Runway Status
			- DRY

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 330	Last 24 Hrs - 5
SE LAND	Months Since - 0	Make/Model - 31	Last 30 Days - 31
	Aircraft Type - UNK/NR	Instrument - 69	Last 90 Days - 68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON FINAL TAKEOFF OF A FULL STOP LANDING PRACTICE, THE STUDENT PILOT WAS AT THE CONTROLS BUT WAS HAVING DIFFICULTY MAINTAINING DIRECTIONAL CONTROL OF THE ACFT AS IT CLIMBED VERY SLOWLY. THE CFI TOOK OVER APPLYING LARGE AMOUNTS OF LEFT AILERON TO MAINTAIN A WINGS LEVEL ATTITUDE. AT THIS POINT, THE STUDENT OBSERVED CREASES IN THE UPPER SKIN OF THE LEFT WING. THE ACFT WAS ABLE TO CLEAR POWER LINES, BUT DUE TO THE SURROUNDING TERRAIN, THE CFI ELECTED TO LAND STRAIGHT AHEAD IN MARSHLAND. THE ACFT BOUNCED ON TOUCHDOWN AND DECELERATED RAPIDLY AS THE ACFT SPUN AROUND. METALLURGICAL INSPECTION REVEALED THE LEFT WING CONTAINED A COMPRESSION BUCKLE WITH UPWARD BENDING OF THE WING. THE INTERNAL STRUCTURAL MEMBERS OF THE WING SHOWED SIGNS OF OVERLOAD/OVERSTRESS FAILURES.

Brief of Accident (Continued)

File No. - 2496

7/04/88

LINDEN,NJ

A/C Reg. No. N6655L

Time (Lcl) - 1700 EDT

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

Finding(s)

1. WING,WING ATTACHMENT BOLT - OVERLOAD

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

2. AIRCRAFT HANDLING - NOT POSSIBLE - DUAL STUDENT
3. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND(CFI)

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2417 8/08/88 WILDWOOD,NJ A/C Reg. No. N20722 Time (Lcl) - 1430 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
ELIOT,ME
Destination
WILDWOOD,NJ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 240/011 KTS
Visibility - 10.0 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 - 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)
ATP,CFI
SE LAND,ME LAND,ME SEA
HELICOPTER

Age - 56
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 7026	Last 24 Hrs - 2
Make/Model-	209	Last 30 Days- 9
Instrument-	800	Last 90 Days- 15
Multi-Eng -	4348	Rotorcraft - 1361

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE CESSNA 182 EXPERIENCED A POWER LOSS AND MADE AN OFF AIRPORT LANDING IN A FIELD, STRIKING A BUILDING AND RECEIVING SUBSTANTIAL DAMAGE. POST CRASH EXAMINATION OF THE AIRCRAFT SHOWED THE POWER LOSS WAS CAUSED BY FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 2417

8/08/88

WILDWOOD,NJ

A/C Reg. No. N20722

Time (Lcl) - 1430 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,RING - WORN
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - BUILDING(NONRESIDENTIAL)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2448 12/31/88 SOMERVILLE, NJ A/C Reg. No. N90393 Time (Lcl) - 1200 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew
NONE Pass

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

Make/Model - PIPER PA-60
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5500
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1F5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 280/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BLAIRSTOWN, NJ
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SOMERSET
Runway Ident - 30
Runway Lth/Wid - 2735/ 65
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME 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 - 2300	Last 24 Hrs - UNK/NR
Make/Model- 800	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 AIRCRAFT WAS ON FINAL APPROACH TO RUNWAY 30 AT SOMERSET AIRPORT, SOMERVILLE, NEW JERSEY WHEN THERE WAS A LOSS OF POWER OF THE RIGHT ENGINE. THE PILOT RAISED THE LANDING GEAR AND FLAPS, AND THE AIRCRAFT ROLLED TO THE RIGHT, DESCENDED TOWARD THE GROUND AND CRASHED. THE FUEL SELECTOR VALVE TO THE RIGHT WING TANK WAS IN THE CLOSED POSITION. THE RIGHT ENGINE MAGNETOS WERE DEFECTIVE.

Brief of Accident (Continued)

File No. - 2448

12/31/88

SOMERVILLE,NJ

A/C Reg. No. N90393

Time (Lcl) - 1200 EST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IGNITION SYSTEM,MAGNETO - BURNED
2. IGNITION SYSTEM,MAGNETO - WORN
3. FUEL SYSTEM,SELECTOR VALVE - CLOSED
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation GO-AROUND (VFR)
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
6. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
7. FUEL TANK SELECTOR POSITION - PERFORMED - PILOT IN COMMAND
8. DIVERTED ATTENTION - PILOT IN COMMAND
9. RAISING OF FLAPS - PERFORMED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2508 8/02/88 CIMARRON,NM A/C Reg. No. N4006T Time (Lcl) - 1400 MDT

-----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 -APPROACH		1	0	0	0

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

Make/Model - BEECH B23	Eng Make/Model - LYCOMING O-360-A2G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CIMARRON	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RATON,NM	PHILMONT SCOUT RANCH
Wind Dir/Speed- 030/004 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 50
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1071
SE LAND,ME LAND	Months Since - 17	Make/Model- 141
	Aircraft Type - C-172	Instrument- 75
		Multi-Eng - 37
		Last 24 Hrs - 0
		Last 30 Days- 2
		Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS ACCIDENT OCCURRED AS THE PLT WAS ATTEMPTING TO RETURN TO THE AIRPORT AFTER A PARTIAL LOSS OF ENG POWER. WITNESSES REPORTED THAT AFTER STARTING THE ENG THE PILOT TAXIED TO THE END OF THE RUNWAY AND THE ENG QUIT. AFTER DRAINING THE SUMPS THE ENG RESTARTED AFTER SEVERAL ATTEMPTS. THE ACFT THEN DEPARTED AND THE WITNESSES LEFT THE AIRPORT. NO ONE SAW THE ACFT. THE WRECKAGE WAS FOUND ABOUT 3 HRS LATER. THE ACFT HAD BEEN PARKED AT THE AIRPORT FOR 11 DAYS WITH FUEL TANKS PARTIALLY FILLED. FUEL TANK CAP SEALS WERE DETERIORATED AND SEVERAL RAIN SHOWERS HAD OCCURRED AT THE AIRPORT DURING THE 11 DAYS. WATER WAS FOUND IN THE FUEL TANKS DURING THE WRECKAGE EXAMINATION.

Brief of Accident (Continued)

File No. - 2508

8/02/88

CIMARRON,NM

A/C Reg. No. N4006T

Time (Lc1) - 1400 MDT

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

Finding(s)

1. FUEL SYSTEM,CAP - DETERIORATED
 2. FLUID,WATER - FUEL
 3. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation. DESCENT - EMERGENCY

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

Finding(s)

4. PLANNED APPROACH - POOR - PILOT IN COMMAND
 5. MANEUVER - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2407	7/04/88	VERDI, NV	A/C Reg. No. N49787	Time (Lcl) - 1403 PDT
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----Basic Information----

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

----Aircraft Information----

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RENO, NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OROVILLE, CA	Runway Ident - N/A
Wind Dir/Speed - 220/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 130
SE LAND	Months Since - 25	Make/Model - 104
	Aircraft Type - C-152	Instrument - 4
		Multi-Eng - 0
		Last 24 Hrs - 2
		Last 30 Days - 2
		Last 90 Days - 6
		Rotorcraft - 0

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT COLLIDED WITH MOUNTAINOUS TERRAIN SHORTLY AFTER TAKEOFF. THE ACCIDENT SITE WAS ON THE LEEWARD SIDE OF THE MOUNTAIN RIDGE. WIND VELOCITIES WERE REPORTED TO BE 20 KNOTS GUSTING TO 30 KNOTS. OTHER PILOTS REPORTED EXTREME DOWNDRAFTS IN THE ACCIDENT AREA ON THE DAY OF THE ACCIDENT. THE PILOT DID NOT HAVE A CURRENT BIENNIAL FLIGHT REVIEW AS REQUIRED BY THE FARs. THE PILOT HAD FLOWN THE ROUTE TWICE IN THE PAST, BUT OVER TWO YRS BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2407

7/04/88

VERDI,NV

A/C Reg. No. N49787

Time (Lcl) - 1403 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - MOUNTAIN WAVE
3. WEATHER CONDITION - TURBULENCE
4. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
5. INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND
6. ALTITUDE - NOT OBTAINED - PILOT IN COMMAND
7. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

9. OBJECT - TREE(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) 4,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2440 4/08/88 WEST SENECA, NY A/C Reg. No. N59845 Time (Lcl) - 0230 EDT

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

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

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

Make/Model	- PIPER PA-31-325	Eng Make/Model	- LYCOMING TIO-540-F28D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 325 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	BUFFALO, NY	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- IMC	JAMESTOWN, NY	Runway Ident
Wind Dir/Speed	- UNK/NR		- N/A
Visibility	- UNK/NR	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- MACADAM
Obstructions to Vision	- NONE	Type Apch/Lndg	- DRY
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 3050	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since - 3	Make/Model - 410	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 317	Last 90 Days - 45
		Multi-Eng - 1750	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT DEPARTED BUFFALO UNDER IFR CONDITIONS TO JAMESTOWN, NEW YORK. SEVERAL APPROACHES WERE MADE TO LAND BUT DUE TO THE WEATHER CONDITIONS, THE PILOT ELECTED TO RETURN TO BUFFALO STILL UNDER IFR. DURING INITIAL CONTACT WITH CONTROL TOWER, THE PILOT ADVISED THEM THAT HE WAS LOW ON FUEL AND REQUESTED DIRECT FLIGHT TO BUFFALO. ABOUT 5 MILES SSW OF BUFFALO BOTH ENGINES QUIT AND THE PILOT ADVISED THAT HE WAS NOT GOING TO MAKE IT. AT THIS TIME THE FLIGHT WAS ISSUED EMERGENCY VECTOR TO BUFFALO, BUT THE AIRCRAFT CRASHED ADJACENT TO ROUTE 400 IN WEST SENECA, NEW YORK.

Brief of Accident (Continued)

File No. - 2440

4/08/88

WEST SENECA, NY

A/C Reg. No. N59845

Time (Lcl) - 0230 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
-

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) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2401

5/08/88

LYONS, NY

A/C Reg. No. N7982L

Time (Lcl) - 1820 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - DESCENT

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

Make/Model - BEECHCRAFT A23-24

Eng Make/Model - LYCOMING IO-360-A2B6

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2550

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

Rated Power - 200 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/012 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ASHLAND, OH

Destination

LYONS, NY

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LYONS/BELCHER AIRSTRIP

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 - GO AROUND

-----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 - 457 Last 24 Hrs - 5

SE LAND

Months Since - 9

Make/Model- 11 Last 30 Days- 5

Aircraft Type - C-150

Instrument- 0 Last 90 Days- 10

Multi-Eng - 18

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED DURING A LANDING GO AROUND AT THE PILOT'S PRIVATE AIRSTRIP. HE STATED THAT HE MISSED THE FIRST APPROACH AND ON THE GO AROUND THE AIRCRAFT STALLED, FAILED TO GAIN ALTITUDE AND CRASHED IN THE FIELD. WITNESSES STATED THE PILOT HAD MADE SEVERAL ATTEMPTS TO LAND PRIOR TO THE ACCIDENT. THEY ALSO STATED THE PILOT WAS ATTEMPTING TO LAND TO THE NORTH WITH WINDS BLOWING FROM A SOUTHERLY DIRECTION AT 10 TO 15 MPH.

Brief of Accident (Continued)

File No. - 2401

5/08/88

LYONS,NY

A/C Reg. No. N7982L

Time (Lcl) - 1820 EDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/MUSH
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2430 5/21/88 BROOKHAVEN, NY A/C Reg. No. N96193 Time (Lcl) - 1415 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - TAYLORCRAFT BC-12D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 1

Eng Make/Model - CONTINENTAL A65-8F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed-
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BROOKHAVEN, NY
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

BROOKHAVEN
Runway Ident - 15
Runway Lth/Wid - 4325/ 150
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)
COMMERCIAL, ATP
SE LAND, ME LAND
HELICOPTER , GLIDER

Age - 51

Biennial Flight Review

Current - YES
Months Since - 0
Aircraft Type - B-747

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 14800	Last 24 Hrs	- UNK/NR
Make/Model-	6	Last 30 Days-	14
Instrument-	1744	Last 90 Days-	48
Multi-Eng -	11680	Rotorcraft -	30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN ATTEMPTED GO AROUND, THE PLT BELIEVES, HE LOST POWER DUE TO CARBURETOR ICING. HE ELECTED TO LAND IN SCRUB PINES AND THE ACFT NOSED OVER DURING LANDING. THE PLT SAID THAT THERE WAS NO ROTATION DAMAGE ON THE PROP. HE RECOMMENDED CLEARING THE ENGINE MORE DURING LONG GLIDES. THE PLT COULD NOT PROVIDE LOCAL TEMP & DEW POINT.

Brief of Accident (Continued)

File No. - 2430

5/21/88

BROOKHAVEN, NY

A/C Reg. No. N96193

Time (Lc1) - 1415 EDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - TREE(S)
-

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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2454 7/23/88 PENDLETON, NY A/C Reg. No. N53784 Time (Lcl) - 1400 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 -BANNER TOW
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

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

Make/Model - BELLANCA 7GCAA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 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- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling -
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

PENDLETON AIRPARK
Runway Ident - 09
Runway Lth/Wid - 3800/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 49
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

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

Total	- 2930	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF THE BELLANCA HAD JUST STARTED HIS APPROACH TO PICK UP A BANNER, WHEN THE ENGINE WAS HEARD TO BE RUNNING ROUGH. HE CONTINUED WITH THE BANNER PICKUP. A WITNESS REPORTED THAT WHEN POWER WAS APPLIED, THE ENGINE RAN EXTREMELY ROUGH AND EMITTED BLACK SMOKE. GROUND PERSONNEL INSTRUCTED THE PILOT TO RELEASE THE BANNER. THE WITNESS SAID THAT THE PILOT RELEASED THE BANNER AND STARTED A SHALLOW TURN TO THE RIGHT. THE AIRCRAFT THEN DROPPED OUT OF SIGHT BEHIND A LINE OF TREES AND IMPACTED THE GROUND. THERE WAS EVIDENCE THE AIRCRAFT HAD CRASHED IN A STEEP NOSE DOWN ATTITUDE. AN EXAM OF THE AIRCRAFT REVEALED THERE WAS PLENTY OF FUEL ON BOARD. AN OPERATIONAL CHECK OF THE ENGINE WAS MADE AFTER SEVERAL DAMAGED COMPONENTS WERE REPLACED; IT STARTED AND RAN NORMALLY UP TO ABOUT 1300 TO 1400 RPM. DUE TO A BENT CRANKSHAFT FLANGE, THE ENGINE WAS NOT CHECKED AT A HIGHER RPM.

Brief of Accident (Continued)

File No. - 2454

7/23/88

PENDLETON, NY

A/C Reg. No. N53784

Time (Lc1) - 1400 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. LOAD JETTISON
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2490 8/15/88 BARKER, NY A/C Reg. No. N83255 Time (Lcl) - 1820 EDT

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

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

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

Make/Model - AERONCA 7CCM	Eng Make/Model - CONTINENTAL C85	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SPENCERPORT, NY	Runway Ident - N/A
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - UNK/NR
SE LAND	Months Since - 30	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT ACFT COLLIDED WITH TERRAIN SHORTLY AFTER TAKEOFF FROM A PVT AIRSTRIP WHILE ON A BUSINESS FLT. A WITNESS TO THE ACCIDENT STATED THAT HE SAW THE ACCIDENT ACFT LIFT OFF AND TURN. HE HEARD THE ACFT BUT DID NOT SEE THE IMPACT AND SAID THE ENGINE WAS AT FULL POWER AND SOUNDED NO DIFFERENT THAN ANY OTHER TAKEOFF. THE PASSENGER AND MEMBERS OF THE PLT'S FAMILY WOULD NOT DISCUSS THE ACCIDENT AND REFUSED TO THE INTERVIEWED. AT THE TIME OF THE ACCIDENT THE PLT POSSESSED A PRIVATE PILOT CERTIFICATE BUT NO MEDICAL CERTIFICATE. INVESTIGATION SHOWED THE ACFT TO BE OUT OF LICENSE ALTHOUGH EXAMINATION OF THE ACFT AND POWERPLANT FAILED TO REVEAL ANY MECHANICAL DEFECT.

Brief of Accident (Continued)

File No. - 2490

8/15/88

BARKER, NY

A/C Reg. No. N83255

Time (Lc1) - 1820 EDT

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

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2424 11/10/88 CHAMPION, NY A/C Reg. No. N2AR Time (Lcl) - 1530 EST

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

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

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

Make/Model - BELL 47G	Eng Make/Model - FRANKLIN 6V-350-A	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 235 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- 215/035 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</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;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL, ATP</p> <p style="padding-left: 20px;">SE LAND, SE SEA</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 56</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 2</p> <p style="padding-left: 20px;">Aircraft Type - BH-206</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 6000</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 1000</td> <td>Last 30 Days- 30</td> </tr> <tr> <td>Instrument- UNK/NR</td> <td>Last 90 Days- 90</td> </tr> <tr> <td>Multi-Eng - UNK/NR</td> <td>Rotorcraft - UNK/NR</td> </tr> </table>	Total - 6000	Last 24 Hrs - 3	Make/Model- 1000	Last 30 Days- 30	Instrument- UNK/NR	Last 90 Days- 90	Multi-Eng - UNK/NR	Rotorcraft - UNK/NR
Total - 6000	Last 24 Hrs - 3									
Make/Model- 1000	Last 30 Days- 30									
Instrument- UNK/NR	Last 90 Days- 90									
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR									

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT SAID THAT HE EXPERIENCED A SEVERE DOWNDRAFT AND A POWER LOSS DURING A POWER LINE PATROL FLIGHT AT AN ALTITUDE OF ABOUT 200 FEET. THE PILOT ATTEMPTED TO AUTOROTATE TO A LANDING BUT IMPACTED TERRAIN AND TREES. LOCAL WINDS WERE REPORTED AT 35 KTS GUSTING TO 45 KTS. POST ACCIDENT TEST RUN OF THE ENG FAILED TO REVEAL ANY MECHANICAL FAILURES/MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2424

11/10/88

CHAMPION, NY

A/C Reg. No. N2AR

Time (Lcl) - 1530 EST

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT 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) 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. - 2513 11/18/88 SHIRLEY, NY A/C Reg. No. N8697A Time (Lcl) - 1546 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	ON GROUND	Pass 2	0	0	0

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

Make/Model	- BEECH A35	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	- RECIP-FUEL INJECTED		
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- 300/006 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAWN</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">BROOKHAVEN</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 4325/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 456
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - 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 ACFT MADE A STEEP CLIMB ON TAKEOFF, TURNED SHARPLY TO THE LEFT, AND SPIRALED TO THE GROUND. THE RIGHT RUDDER CABLE WAS FOUND SEPARATED UNDER THE FUEL TANK. THE CABLE STRANDS IN THE AREA OF THE SEPARATION WERE SEVERELY CORRODED. THE CORROSION COMPLETELY CONSUMED MANY OF THE WIRES. ONLY A FEW RECOGNIZABLE FRACTURES WERE FOUND ON THE WIRES AND THESE FRACTURES APPEARED TYPICAL OF OVER STRESS SEPARATIONS. THE LAST ANNUAL INSPECTION OF THE ACFT WAS PERFORMED 3 MONTHS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2513

11/18/88

SHIRLEY, NY

A/C Reg. No. N8697A

Time (Lcl) - 1546 EST

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

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL CABLE/ROD - CORRODED
 2. MAINTENANCE, ANNUAL INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL
 3. FLT CONTROL SYST, RUDDER CONTROL CABLE/ROD - SEPARATION
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2432 11/03/88 BRIDGETOWN, A/C Reg. No. N9674 Time (Lc1) - 0220 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-PAN AM	NONE					
Type of Operation	-SCHEDULED, INTL, PAX/CARGO	Fire					
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	Fatal	1	0
Accident Occurred During	-CRUISE		Pass	0	0	0	15
						0	196

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

Make/Model	- BOEING B-747-123	Eng Make/Model	- P&W JT90-7A	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 710000	Engine Type	- TURBOFAN		
No. of Seats	- 395	Rated Power	- UNK/NR		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	NEW YORK, NY			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	RIO DE JANEIRO		Runway Ident	- N/A
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- UNK/NR	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	- N/A	Type of Clearance	- IFR	Runway Status	- N/A
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	- NONE		
Obstructions to Vision	- UNK/NR				
Precipitation	- UNK/NR				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 58	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 19500	Last 24 Hrs - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model - 5700	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT ATTENDANT ENTERED THE ELEVATOR SHAFT, FAILED TO NOTICE THE ELEVATOR WAS NOT PRESENT AND CLOSED THE ELEVATOR DOOR BEHIND HER. AT THE SAME TIME A FLIGHT ATTENDANT ON THE UPPER DECK ENTERED THE ELEVATOR AND STARTED THE ELEVATOR DOWN. THE FLIGHT ATTENDANT BELOW THE ELEVATOR SCREAMED AND THE ELEVATOR WAS STOPPED THEN RETURNED TO THE UPPER LEVEL. THE FLIGHT ATTENDANT SUFFERED A LACERATED SCALP AND COMPRESSION OF THE T2 AND T5 VERTEBRAE. ACCORDING TO THE OPERATOR, THERE WERE VISUAL CUES PRESENT THAT WOULD INDICATE THE ELEVATOR WAS NOT PRESENT.

Brief of Accident (Continued)

File No. - 2432

11/03/88

BRIDGETOWN,

A/C Reg. No. N9674

Time (Lc1) - 0220 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - FLIGHT ATTENDANT
 2. COMPLACENCY - FLIGHT ATTENDANT
 3. MISC EQPT/FURNISHINGS, GALLEY/PERSONNEL LIFT - UNDETERMINED
-

----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. - 2422

7/01/88

SANDUSKY, OH

A/C Reg. No. N1463J

Time (Lc1) - 1900 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
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 - ROCKWELL 112A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1D6
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 - 030/011 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
WILLOUGHBY, OH
Destination
SANDUSKY, OH

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GRIFFING-SANDUSKY
Runway Ident - 09
Runway Lth/Wid - 3553/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 55
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

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

Total	- 575	Last 24 Hrs	- UNK/NR
Make/Model	- 279	Last 30 Days	- 4
Instrument	- 8	Last 90 Days	- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD FLOWN ONLY 4 HRS DURING LAST 90 DAYS ALL OF WHICH WAS IN THE ACCIDENT ACFT. THE PLT REPORTED THE LANDING WAS FAST AND THE ACFT BOUNCED ON TOUCHDOWN. DIRECTIONAL CONTROL OF THE ACFT WAS LOST AND THE PLT ATTEMPTED A GO-AROUND DURING WHICH PARTIAL POWER WAS APPLIED. THE ACFT CONTACTED A TREE DURING CLIMB OUT AND CAME TO REST IN THE BAY.

Brief of Accident (Continued)

File No. - 2422

7/01/88

SANDUSKY, OH

A/C Reg. No. N1463J

Time (Lcl) - 1900 EDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - TREE(S)

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

Finding(s)

5. TERRAIN CONDITION - WATER

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

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

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. - 2471 8/16/88 CLEVELAND, OH A/C Reg. No. N322BA Time (Lcl) - 0757 EDT

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

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-BRITT AIRWAYS	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	-LANDING						4

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

Make/Model	- FAIRCHILD SA-226-TC	Eng Make/Model	- GARRETT TPE331-10UA	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 20	Rated Power	- 1000 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	LONDON, CD		HOPKINS	
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Ident	- 23L
Visibility	- 15.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 8998/ 150
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- IFR	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 2883	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 6	Make/Model - 1744	Last 30 Days - 65
	Aircraft Type - SA226TC	Instrument - 221	Last 90 Days - 190
		Multi-Eng - 1983	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF ROLL THE CAPTAIN OBSERVED FLUCTUATIONS IN THE RIGHT ENGINE AND MADE THE DECISION TO ABORT AT V1. REVERSE THRUST WAS NOT AVAILABLE DURING THE ATTEMPTED ABORT RESULTING IN THE AIRCRAFT YAWING LEFT DURING THE ABORT ATTEMPT. THE AIRCRAFT OVERRAN THE END OF THE 8,998 FOOT RUNWAY. THE COPILOT WAS ON THE BRAKES WITH THE CAPTAIN RESULTING IN REDUCED BRAKING EFFECTIVENESS. INSPECTION OF THE RIGHT ENGINE PROPELLER GOVERNOR LINKAGE DETERMINED THAT THE CONTROL LINKAGE HAD COME LOOSE CAUSING THE RIGHT ENGINE POWER FLUCTUATIONS AND NO REVERSE THRUST DURING THE ABORT.

Brief of Accident (Continued)

File No. - 2471

8/16/88

CLEVELAND, OH

A/C Reg. No. N322BA

Time (Lcl) - 0757 EDT

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

Finding(s)

1. PROPELLER GOVERNOR CONTROL, LINKAGE - DISCONNECTED
 2. PROPELLER GOVERNOR CONTROL, LINKAGE - PREVIOUS DAMAGE
-

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)

3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

Occurrence #3 MAIN GEAR COLLAPSED
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. - 2489 8/30/88 TOLEDO, OH

A/C Reg. No. N4049P

Time (Lc1) - 1236 EDT

-----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

ON GROUND

Fatal

0

Crew

0

Pass

0

Other

0

Injuries

Serious

2

Minor

0

None

0

1

0

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

Make/Model - PIPER PA-23-160
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-B1A
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 330/007 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NAPOLEON, OH

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 - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-COMplete

FORCED LANDING

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

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1164	Last 24 Hrs	- 7
Make/Model-	101	Last 30 Days-	82
Instrument-	126	Last 90 Days-	295
Multi-Eng	- 185	Rotorcraft	- 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING ILS APPROACHES AND RECEIVING VECTORS, THE AIRCRAFT EXPERIENCED A LOSS OF ONE BLADE OF THE RIGHT PROPELLER. THE PILOT/FLIGHT INSTRUCTOR ATTEMPTED TO SECURE THE ENGINE; HOWEVER, THE ENGINE HUNG DOWN AND PREVENTED FULL CONTROL OF THE AIRCRAFT. WITH FULL POWER ON THE LEFT ENGINE, THE AIRCRAFT MADE A SLOW DECENDING TURN TO THE RIGHT UNTIL IMPACT WITH A UTILITY POLE, TREES, A VEHICLE AND THE TERRAIN. A POST IMPACT FIRE ERUPTED AND CONSUMED MOST OF THE FUSELAGE. ONE PERSON ON THE GROUND RECEIVED MINOR INJURIES FROM FALLING TREE LIMBS. SUBSEQUENT EXAMINATION REVEALED A FATIGUE FAILURE OF THE PROPELLER HUB. FACTORS CONCERNING INITIATION OF THE FATIGUE FRACTURE WERE NOT POSSIBLE FROM PHYSICAL EVIDENCE FOUND.

Brief of Accident (Continued)

File No. - 2489

8/30/88

TOLEDO, OH

A/C Reg. No. N4049P

Time (Lcl) - 1236 EDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
2. PROPELLER SYSTEM/ACCESSORIES, HUB - FATIGUE
3. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND(CFI)

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

Finding(s)

4. OBJECT - TREE(S)
5. OBJECT - VEHICLE
6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND(CFI)

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

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

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. - 2486 9/18/88 ZANESVILLE, OH A/C Reg. No. N9877C Time (Lcl) - 0615 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA 182RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
ZANESVILLE, OH
Destination
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 180/004 KTS
Visibility - 65.0 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 400 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

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 - 47
Biennial Flight Review
Current - NO
Months Since - 42
Aircraft Type - C-182RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1617
Make/Model-	UNK/NR
Instrument-	UNK/NR
Multi-Eng -	UNK/NR
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	8
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE VFR PILOT AND HIS STUDENT PILOT RATED RIGHT SEAT PASSENGER DEPARTED THE AIRPORT WHILE IT WAS STILL DARK, IN INSTRUMENT METEOROLOGICAL CONDITIONS WITH EXTREMELY RESTRICTED VISIBILITIES DUE TO DENSE FOG (WITNESSES ESTIMATED AS LITTLE AS 15 FEET VISIBILITY IN AREAS). ABOUT 15 MINUTES AFTER TAKEOFF, THE AIRCRAFT STRUCK TREES AND IMPACTED AN AREA OF HIGH TERRAIN NORTHEAST OF THE DEPARTURE AIRPORT. A LOCAL RESIDENT REPORTED HEARING THE SOUND OF AN ENGINE, LOUD AND RUNNING STEADY, COMING TOWARD HIS HOUSE. HE HEARD A THUD AND THE ENGINE NOISE QUIT. HE STATED THAT IT SOUNDED SO CLOSE THAT HE THOUGHT IT WAS THE NEWSPAPER DELIVERY TRUCK ON THE ROAD. THE AIRCRAFT WRECKAGE AND IT'S OCCUPANTS WERE DISCOVERED ABOUT 4 HOURS LATER. POST ACCIDENT INVESTIGATION REVEALED NO EVIDENCE OF PRE-IMPACT AIRFRAME/ENGINE/SYSTEM MALFUNCTION/FAILURE. WITNESSES STATED THAT THE PILOT FREQUENTLY OPERATED IN ADVERSE WEATHER CONDITIONS.

Brief of Accident (Continued)

File No. - 2486

9/18/88

ZANESVILLE, OH

A/C Reg. No. N9877C

Time (Lcl) - 0615 EDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - OBSCURATION
4. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
5. INADEQUATE TRAINING - PILOT IN COMMAND
6. WEATHER CONDITION - LOW CEILING
7. ALTITUDE - INADEQUATE - PILOT IN COMMAND
8. WEATHER CONDITION - FOG
9. VISUAL LOOKOUT - RESTRICTED - PILOT IN COMMAND
10. LIGHT CONDITION - DARK NIGHT
11. TERRAIN CONDITION - HIGH TERRAIN

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

Finding(s)

12. 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) 3,5,6,7,8,9,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2412 5/08/88 PAWNEE,OK A/C Reg. No. N1424C Time (Lcl) - 1535 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

0

0

Serious

1

0

Minor

0

2

None

0

0

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

Make/Model - PIPER PA-22-135
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D2

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 135 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/019 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

PAWNEE,OK

Destination

HUNTER,OK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PAWNEE MUNICIPAL

Runway Ident - 36

Runway Lth/Wid - 2100

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

NONE

Age - 50

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 700

Make/Model- 300

Instrument- 0

Multi-Eng - 0

Last 24 Hrs - 0

Last 30 Days- 0

Last 90 Days- 0

Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE UNLICENSED PILOT AND TWO PASSENGERS WERE INJURED WHEN THEIR AIRPLANE FAILED TO CLIMB AFTER DEPARTING FROM A TURF RUNWAY. THE AIRPLANE COLLIDED WITH TREES AND IMPACTED THE TERRAIN RESULTING IN THE DESTRUCTION OF THE AIRCRAFT. THE AIRCRAFT WAS APPROXIMATELY 300 POUNDS OVER MAXIMUM GROSS WEIGHT AND THE PILOT WAS ATTEMPTING TO TAKE OFF WITH A LEFT CROSS WIND THAT WAS GUSTING UP TO 26 MPH.

Brief of Accident (Continued)

File No. - 2412

5/08/88

PAWNEE,OK

A/C Reg. No. N1424C

Time (Lc1) - 1535 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - GROUND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2423 3/29/88 ERIE, PA

A/C Reg. No. N36440

Time (Lcl) - 1500 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
1

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

Make/Model - PIPER PA-32
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1G5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/020 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
TIDIOUTE, PA
Destination
ERIE, PA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

Pilot-In-Command

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

Age - 53

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2300
Make/Model- 66
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 63
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTING TO TAKEOFF FROM A PRIVATE SOD FIELD ALLEGED THAT AFTER LIFT OFF THE AIRPLANE SETTLED BACK ONTO THE RUNWAY AND RAN OFF THE END. IT CLEARED A CULVERT AT THE END OF THE RUNWAY THEN CAME TO A STOP. THE PILOT THOUGHT THAT GUSTY WINDS AND WINDSHEAR COULD HAVE CAUSED ACCIDENT.

Brief of Accident (Continued)

File No. - 2423

3/29/88

ERIE, PA

A/C Reg. No. N36440

Time (Lc1) - 1500 EDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. STALL - INATTENTIVE - PILOT IN COMMAND
-

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

----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2501 4/09/88 FAIRFIELD, PA A/C Reg. No. N34JH Time (Lcl) - 1400 EDT

-----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 -CRUISE		Other	0	0	0
					None
					0
					0
					1

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

Make/Model - SCHLEICHER ASW-20	Eng Make/Model - N/A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1000	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	FAIRFIELD, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 67	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 731
	Months Since - 12	Last 24 Hrs - 1
GLIDER	Aircraft Type - UNK/NR	Make/Model- 731
		Last 30 Days- 0
		Instrument- 0
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF N311DP STATED HE SAW N34JH COMING TOWARD HIS GLIDER, SEVERAL HUNDRED FEET HIGHER AND SLIGHTLY TO THE RIGHT. HE WATCHED THE GLIDER PASS BY AT AN ALT OF 3,000 FT. APRX 30 SECONDS TO 1 MINUTE AFTER HE SAW N34JH PASS BY, HE HEARD A LOUD BANG AND HIS GLIDER PITCHED UP. HIS SPOILERS DEPLOYED AS WELL AS HIS LANDING GEAR. HE RETRACTED HIS SPOILERS AND LANDING GEAR AND LANDED THE GLIDER UNEVENTFULLY. THE GLIDER, N34JH, WAS SEEN BY A WITNESS SPIRALING TO THE GROUND.

Brief of Accident (Continued)

File No. - 2501

4/09/88

FAIRFIELD, PA

A/C Reg. No. N34JH

Time (Lc1) - 1400 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2501

4/09/88

FAIRFIELD, PA

A/C Reg. No. N311DP

Time (Lcl) - 1400 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - SCHLEICHER ASW-20
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 1000
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 345/015 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAIRFIELD, PA
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 42

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 667	Last 24 Hrs -	2
Make/Model-	203	Last 30 Days-	0
Instrument-	0	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND OF N311DP STATED HE SAW N34JH COMING TOWARD HIS GLIDER, SEVERAL HUNDRED FEET HIGHER AND SLIGHTLY TO THE RIGHT. HE WATCHED THE GLIDER PASS BY AND WAS LEVEL AT 3000 FEET MSL AND INDICATING 60 KNOTS. APPROXIMATELY 30 SECONDS TO 1 MINUTE AFTER HE SAW N34JH NPAS BY, HE HEARD A LOUD BANG AND HIS GLIDER PITCHED UP. HIS SPOILERS DEPLOYED AS WELL AS HIS LANDING GEAR. HE RETRACTED HIS SPOILERS AND LANDING GEAR AND LANDED THE GLIDER UNEVENTFULLY. THE GLIDER N34JH WAS SEEN BY A WITNESS SPIRALING TO THE GROUND.

Brief of Accident (Continued)

File No. - 2501

4/09/88

FAIRFIELD, PA

A/C Reg. No. N311DP

Time (Lcl) - 1400 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 2. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2449 4/29/88 THOMASVILLE, PA A/C Reg. No. N3014Z Time (Lcl) - 1205 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	1	0	0
Pass	2	0	0	0

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

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Wind Dir/Speed- 250/019 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 6000 FT BROKEN

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

THOMASVILLE, PA

Destination

MYRTLE BEACH, SC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

YORK AIRPORT

Runway Ident - 16

Runway Lth/Wid - 4190/ 100

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 - 41

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 191

Make/Model- 62

Instrument- 8

Last 24 Hrs - UNK/NR

Last 30 Days- 2

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED TO TAKEOFF ON RWY 16 WITH LOCAL WINDS FROM 270-290 DEGS AT 15 KNOTS WITH GUSTS. THE TAKEOFF WAS PERFORMED FROM AN INTERSECTION, 300 FEET FROM THE APPROACH END OF THE RWY. AFTER CLIMBING APRX 25 FEET, THE ACFT ENTERED A LEFT TURN, CLIMBED TO APRX 100 FEET AGL AND COLLIDED WITH TREES. CALCULATIONS INDICATE THE ACFT WAS AT LEAST 71 LBS OVER MAX GROSS WT AT TAKEOFF. WEATHER INFO LISTED ABOVE IN THE DATA IS THE OFFICIAL WEATHER REPORTED 1 NM FROM THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 2449

4/29/88

THOMASVILLE, PA

A/C Reg. No. N3014Z

Time (Lc1) - 1205 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. OBJECT - TREE(S)

Occurrence #2 ON GROUND 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

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. - 2455 5/30/88 DOVER, PA A/C Reg. No. N9981L Time (Lcl) - 1000 EDT

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

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

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

Make/Model - GRUMMAN AA-1B	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 050/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">UNK/NR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">LAZY B RANCH</p> <p style="padding-left: 20px;">Runway Ident - 05</p> <p style="padding-left: 20px;">Runway Lth/Wid - 2640/ 100</p> <p style="padding-left: 20px;">Runway Surface - GRASS/TURF</p> <p style="padding-left: 20px;">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 - 47</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 7</p> <p style="padding-left: 20px;">Aircraft Type - AA-1B</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 234</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 125</td> <td>Last 30 Days- 1</td> </tr> <tr> <td>Instrument- 8</td> <td>Last 90 Days- 3</td> </tr> </table>	Total - 234	Last 24 Hrs - 0	Make/Model- 125	Last 30 Days- 1	Instrument- 8	Last 90 Days- 3
Total - 234	Last 24 Hrs - 0							
Make/Model- 125	Last 30 Days- 1							
Instrument- 8	Last 90 Days- 3							

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT DRG TAKEOFF, THE ENG LOST POWER AFTER THE ACFT HAD BECOME AIRBORNE & WAS ABOUT 20 FT ABOVE THE RWY. SUBSEQUENTLY, THE ACFT CRASHED ABOUT 50 FT FROM THE DEP END OF THE RWY & WAS SUBSTANTIALLY DAMAGED. AN INVESTIGATION REVEALED THAT DRG THE OCCURRENCE, THE TAIL OF THE ACFT COLLIDED WITH A SIGN NEAR THE RIGHT SIDE OF THE RWY, WHICH WAS LOCATED ABOUT 100 FT BEFORE THE DEP END & EXTENDED 8 FT ABOVE THE GROUND. THE ACFT THEN HIT A STONE FENCE & A TREE BEFORE COMING TO REST. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE AIRFRAME OR ENG WAS FOUND. DRG AN OPNL CHECK, THE ENG RAN NORMALLY.

Brief of Accident (Continued)

File No. - 2455

5/30/88

DOVER, PA

A/C Reg. No. N9981L

Time (Lcl) - 1000 EDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. OBJECT - SIGN
4. OBJECT - FENCE
5. OBJECT - TREE(S)

----Probable Cause----

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

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. - 2431 8/01/88 HILLSVILLE, PA A/C Reg. No. N4609L Time (Lc1) - 0945 EDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - UNK/NR</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">YOUNGSTOWN, OH</p> <p>Destination</p> <p style="text-align: center;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1100
SE LAND	Months Since - 0	Make/Model- 900
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 20 MINUTES AFTER TAKEOFF AND AT ABOUT 2,000 FEET A.G.L., THE RENTED AIRPLANE EXPERIENCED A POWER LOSS. THE PILOT SELECTED AN OPEN FIELD IN WHICH TO LAND. THE AIRPLANE WAS SUBSTANTIALLY DAMAGED DURING THE LANDING ON ROUGH TERRAIN. POST ACCIDENT INSPECTION DISCLOSED 7 GALLONS OF FUEL IN THE LEFT TANK AND THE RIGHT TANK WAS EMPTY. A SMALL AMOUNT OF FUEL WAS FOUND IN THE GASCOLATOR; HOWEVER, THE CARB WAS EMPTY. NO MECHANICAL FAILURE/MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2431

8/01/88

HILLSVILLE, PA

A/C Reg. No. N4609L

Time (Lcl) - 0945 EDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SYSTEM, CARBURETOR - STARVATION
3. AIRCRAFT PREFLIGHT - INADEQUATE - 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. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2418

8/07/88

KUTZTOWN, PA

A/C Reg. No. N65920

Time (Lcl) - 1140 EDT

-----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 -DESCENT

Fire
NONE

Crew
Pass

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

Make/Model - SCHWEIZER SGS 1-34

Landing Gear - SKI/WHEEL

Max Gross Wt - 840

No. of Seats - 1

Eng Make/Model - N/A

Number Engines - N/A

Engine Type - N/A

Rated Power - N/A

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

KUTZTOWN

Runway Ident - 17

Runway Lth/Wid - 1930/ 50

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 16

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 - 43 Last 24 Hrs - UNK/NR

Make/Model- 1 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE SCHWEIZER 1-34 GLIDER WAS BEING TOWED ALOFT BY A POWERED AIRCRAFT WHEN THE CANOPY OF THE GLIDER CAME OPEN IN FLIGHT. THE PILOT TRIED TO LOCK THE CANOPY, HOWEVER HE LOST CONTROL AND THE GLIDER PITCHED UP. THE TOW PLANE WAS PLACED IN NOSE DOWN ATTITUDE AND HE RELEASED THE GLIDER. THE GLIDER IMPACTED ON THE RUNWAY IN A NOSE LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 2418

8/07/88

KUTZTOWN, PA

A/C Reg. No. N65920

Time (Lcl) - 1140 EDT

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

Finding(s)

1. WINDOW, CANOPY - OPEN
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2503

8/14/88

WELLSBORO, PA

A/C Reg. No. N979LA

Time (Lcl) - 1745 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-32RT-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1G59
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 260/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WELLSBORO, PA
Destination
GREENVILLE, SC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GRAND CANYON ST.
Runway Ident - 27
Runway Lth/Wid - 2100/ 72
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 56

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 2000	Last 24 Hrs - 3
Make/Model- 1100	Last 30 Days- 8
Instrument- 257	Last 90 Days- 8
Multi-Eng - 40	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A SECOND ATTEMPTED TAKEOFF, THE FIRST BEING ABORTED, THE AIRCRAFT FLEW OFF THE END OF THE RUNWAY IN GROUND EFFECT INTO TALL GRASS. THE PILOT REPORTED THAT THE AIRCRAFT WAS OVER GROSS WEIGHT AND THAT HE WAS TAKING OFF IN HIGH DENSITY ALTITUDE.

Brief of Accident (Continued)

File No. - 2503

8/14/88

WELLSBORO, PA

A/C Reg. No. N979LA

Time (Lcl) - 1745 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. TERRAIN CONDITION - ROUGH/UNEVEN
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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2428

10/07/88

RENOVO, PA

A/C Reg. No. N7293W

Time (Lcl) - 1720 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

Crew 1
Pass 0

Fatal 1
0

Injuries

Serious 0

Minor 0

None 0

0
0

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

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

Eng Make/Model - LYCOMING O-360-A3A

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- 220/003 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 5500 FT SCATTERED

Lowest Ceiling - OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LOCK HAVEN, PA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 53

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3100

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 AIRCRAFT WAS FLYING EAST OVER THE WEST BRANCH OF THE SUSQUEHANNA RIVER WHEN IT COLLIDED WITH GROUND WIRES THAT
CROSSED THE RIVER IN A NORTH-SOUTH DIRECTION. THE WIRES WERE LOCATED APRX 200 FEET ABOVE THE RIVER AND ARE DEPICTED
ON SECTIONAL AND TOPOGRAPHIC CHARTS.

Brief of Accident (Continued)

File No. - 2428

10/07/88

RENOVO,PA

A/C Reg. No. N7293W

Time (Lcl) - 1720 EDT

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

Finding(s)

1. OBJECT - WIRE, STATIC
 2. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2433 10/23/88 TRUMBAUERSVILLE, PA A/C Reg. No. N185SH Time (Lcl) - 1425 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

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

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

Make/Model - CESSNA A185F
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-520-CD
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 - PATWAS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 220/006 KTS
Visibility - 7.0 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
QUAKERTOWN, PA

Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WICKER & WINGS
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
FREE BALLOON

Age - 50
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - C-172

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

Total	- 2417	Last 24 Hrs	- UNK/NR
Make/Model-	3	Last 30 Days-	12
Instrument-	19	Last 90 Days-	35
Multi-Eng -	234	Rotorcraft -	2

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF AND ENGINE POWER WAS LOST APPROXIMATELY 200-250 FEET A.G.L. THE AIRCRAFT STRUCK TREES AND A SWING SET DURING A FORCED LANDING IN A RESIDENTIAL AREA. THE PILOT ADMITTED THAT HE TOOK WITH THE FUEL SELECTOR IN THE "OFF" POSITION.

Brief of Accident (Continued)

File No. - 2433

10/23/88

TRUMBAUERSVILLE,PA

A/C Reg. No. N185SH

Time (Lc1) - 1425 EDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - NOT SELECTED - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2502 7/30/88 NO. KINGSTOWN, RI A/C Reg. No. N19699 Time (Lcl) - 0503 EDT

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

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

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

Make/Model - CESSNA 172L	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WILMINGTON, DE	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	BLOCK ISLAND, RI	PROVIDENCE
Wind Dir/Speed- 170/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.125 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling -	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- HAZE	FULL STOP	
Precipitation - NONE	FORCED LANDING	
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 320
SE LAND	Months Since - 1	Last 24 Hrs - 6
	Aircraft Type - C-172	Make/Model- 205
		Instrument- 74
		Last 30 Days- 20
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT DEPARTED WILMINGTON, DE, ON AN IFR FLT PLAN EN ROUTE TO BLOCK ISLAND. ACCORDING TO THE PLT, AS HE PASSED THE HAMPTON VOR HE SAW FOG OBSCURING THE GROUND. UPON REACHING THE DESTINATION, BOSTON CENTER CLEARED THE ACFT FOR THE APCH TO BLOCK ISLAND. THE PLT STATED HE WAS UNABLE TO SHOOT THE APCH DUE TO LOW FUEL AND REQUESTED ASSISTANCE TO A CLEAR AREA OR TO AN ILS APCH. BOSTON CENTER VECTORED THE ACFT TO THE GROTON ARPT WHERE THE PLT MADE AT LEAST FOUR ATTEMPTS TO LOCATE THE ARPT. THE ACFT WAS THEN VECTORED TO WESTERLY, WHERE ONCE AGAIN THE ARPT COULD NOT BE LOCATED DUE TO WX. THE ACFT WAS BEING VECTORED TO PROVIDENCE WHEN FUEL EXHAUSTION WAS EXPERIENCED AND THE ACFT WAS DITCHED IN THE NARRAGANSET BAY.

Brief of Accident (Continued)

File No. - 2502

7/30/88

NO. KINGSTOWN,RI

A/C Reg. No. N19699

Time (Lcl) - 0503 EDT

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

Finding(s)

1. WEATHER CONDITION - FOG
2. APPROACH CHARTS - UNAVAILABLE
3. FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2451

11/06/88

SMITHFIELD,RI

A/C Reg. No. N5462B

Time (Lcl) - 1345 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1630
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SMITHFIELD,RI
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 37

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 196	Last 24 Hrs	- 1
Make/Model-	70	Last 30 Days-	2
Instrument-	49	Last 90 Days-	2
Multi-Eng	- 30		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED TO MAKE 2 OR 3 LOW & SLOW PASSES OVER AN AREA NEAR THE PASSENGER'S HOME. ACCORDING TO WITNESSES, IT BEGAN ASCENDING OVER A TREE LINE, THEN IT NOSED DOWN & CRASHED. THE PASSENGER'S HUSBAND & DAUGHTER WERE OUTSIDE THEIR HOME & SAW THE ACNT. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS FOUND DRG THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 2451

11/06/88

SMITHFIELD, RI

A/C Reg. No. N5462B

Time (Lc1) - 1345 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. MANEUVER - INITIATED - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. 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) 3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2419 1/18/88 AUSTIN, TX

A/C Reg. No. N9811N

Time (Lcl) - 0800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	3	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

NONE
Fire
NONE

-----Aircraft Information-----

Make/Model - ADAMS BALLOON A-60
Landing Gear - N/A
Max Gross Wt - 1800
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/020 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
AUSTIN, TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - UNK/NR
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

FREE BALLOON

Age - 47

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	-	477	Last 24 Hrs	-	1
Make/Model-	UNK/NR		Last 30 Days-		8
Instrument-	0		Last 90 Days-		21

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL BALLOON PILOT RELINQUISHED CONTROL OF THE CROWN LINE TO ONE OF THE FOUR PASSENGERS DURING A HIGH WIND LANDING TO A PASTURE. THE PILOT ACTIVATED THE BURNER JUST PRIOR TO LANDING, WHICH RESULTED IN THE BALLOON CLIMBING TO APPROXIMATELY 60 FEET. THE PASSENGER INADVERTENTLY PULLED THE LINE WHICH RELEASED THE AIR FROM THE ENVELOPE, RESULTING IN A RAPID DESCENT TO A HARD LANDING.

Brief of Accident (Continued)

File No. - 2419

1/18/88

AUSTIN, TX

A/C Reg. No. N9811N

Time (Lc1) - 0800 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. BALLOON EQUIPMENT, ENVELOPE - COLLAPSED
2. EQUIPMENT, OTHER - INADVERTENT ACTIVATION - PASSENGER
3. RELINQUISHING OF CONTROL - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2416

5/23/88

ROANOKE, TX

A/C Reg. No. N52119

Time (Lcl) - 0930 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 - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Fire
NONE

Accident Occurred During - TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 172P

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D23

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - PARTIAL, LMTD BY PILOT

Basic Weather - VMC

Wind Dir/Speed - 310/014 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision - NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ROANOKE, TX

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

AERO VALLEY

Runway Ident - 35

Runway Lth/Wid - 3500/ 40

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 42

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 48 Last 24 Hrs - UNK/NR

Make/Model - 6 Last 30 Days - UNK/NR

Instrument - 0 Last 90 Days - 48

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS DEPARTING FROM RUNWAY 35 ON A LOCAL SOLO INSTRUCTIONAL FLIGHT, WHEN AT LIFTOFF, THE AIRCRAFT WEATHERVANED INTO THE GUSTING CROSSWIND. THE AIRCRAFT DROPPED ONTO THE GROUND, SWERVED OFF THE RUNWAY, AND FLIPPED OVER AFTER IMPACTING A GRAVEL PILE.

Brief of Accident (Continued)

File No. - 2416

5/23/88

ROANOKE, TX

A/C Reg. No. N52119

Time (Lc1) - 0930 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation OTHER

Occurrence #4 NOSE OVER
Phase of Operation OTHER

-----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. - 2415 8/07/88 EDNA, TX

A/C Reg. No. N8355L

Time (Lcl) - 2055 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING TIO-540-S1AD
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 - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 170/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
FORT STOCKTON, TX
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

JACKSON COUNTY
Runway Ident - 14
Runway Lth/Wid - 3400/ 65
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 47
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1230
Make/Model- 303
Instrument- 20
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

UPON ARRIVAL AT THE UNCONTROLLED DESTINATION AIRPORT, THE PILOT MADE A VISUAL APPROACH AND DETERMINED THAT THE "LIGHTS LOOKED DIFFERENT THAN THEY NORMALLY DID." THEREFORE A GO-AROUND WAS INITIATED AND A SECOND APPROACH COMMENCED. LATE IN THE SECOND APPROACH THE PILOT REALIZED THAT HE WAS ABOUT TO LAND IN A CULVERT AND APPLIED FULL POWER, BUT WAS UNABLE TO AVOID THE COLLISION WITH THE TERRAIN. ALTHOUGH THE NDB AND ROTATING BEACON WERE OPERATING, THE RUNWAY HAD BEEN CLOSED SINCE 7/19/88 FOR CONSTRUCTION. THE RUNWAY LIGHTS WERE NOT ILLUMINATED FOR THE ATTEMPTED LANDING IN DARK NIGHT VFR CONDITIONS. IMPACT OCCURRED BETWEEN THE RUNWAY AND A PARALLEL TAXIWAY. A NOTAM WAS ISSUED, HOWEVER, DURING THE WEATHER BRIEF THE PILOT DID NOT SPECIFY HIS DESTINATION. THEREFORE, IT WAS NOT RECEIVED.

Brief of Accident (Continued)

File No. - 2415

8/07/88

EDNA, TX

A/C Reg. No. N8355L

Time (Lcl) - 2055 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UNAVAILABLE
4. NOTAMS - NOT RECEIVED - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2413 8/27/88 KATY, TX A/C Reg. No. N7746U Time (Lcl) - 0030 CDT

-----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

-----Aircraft Information-----

Make/Model - CESSNA 172E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
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 - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BRENHAM, TX
Destination
WALLER, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LOVEY TRAILS
Runway Ident - 18
Runway Lth/Wid - 2800
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 645 Last 24 Hrs - 2
Make/Model- 65 Last 30 Days- UNK/NR
Instrument- 114 Last 90 Days- 9
Multi-Eng - 52

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED ON THE NIGHT CROSS COUNTRY FLIGHT FOR THE PURPOSE OF ESTABLISHING NIGHT CURRENCY. DURING THE RETURN LEG THE PILOT STOPPED AT THREE AIRPORTS, BUT WAS UNABLE TO FUEL BECAUSE FIXED BASE OPERATORS WERE CLOSED. IN AN EFFORT TO RETURN TO THE POINT OF DEPARTURE THE PILOT OVERFLEW THE DESTINATION BECAUSE AIRPORT LIGHTING WAS SECURED AT 2300. WHILE ON FINAL APPROACH TO A LIGHTED PRIVATE STRIP THE FUEL EXHAUSTION INDUCED POWER LOSS OCCURRED. DURING THE FORCED LANDING THE LEFT WING STRUCK A POWER LINE AND THE AIRPLANE COLLIDED WITH THE TERRAIN NOSE GEAR FIRST.

Brief of Accident (Continued)

File No. - 2413

8/27/88

KATY, TX

A/C Reg. No. N7746U

Time (Lcl) - 0030 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

6. OBJECT - WIRE, TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2507 11/24/88 WEATHERFORD, TX A/C Reg. No. N5337S Time (Lcl) - 1420 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 337A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4200
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-C&D
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/009 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WEATHERFORD, 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)
PRIVATE, COMMERCIAL
SE LAND, ME LAND

Age - 60
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - CE-337A

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	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS DESCENDING HIS AIRPLANE WHILE IN SLOW FLIGHT WITH 10 DEGREES FLAPS IN A DOWNWIND TRACK TO LOOK AT PROPERTY THAT HE PLANNED TO PURCHASE. A SECOND AIRPLANE FLEW BY HIS AIRPLANE AT THE LOW ALTITUDE AND BANKED AWAY SHARPLY. THE ACCIDENT AIRPLANE'S WINGS WOBBLED, THE NOSE DROPPED AND IT IMPACTED INTO AN OPEN WHEAT FIELD.

Brief of Accident (Continued)

File No. - 2507

11/24/88

WEATHERFORD, TX

A/C Reg. No. N5337S

Time (Lcl) - 1420 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT

Finding(s)

1. DIVERTED ATTENTION - PILOT IN COMMAND
 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
-

----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. - 2436 7/20/88 CHANTILLY, VA A/C Reg. No. N7267 Time (Lcl) - 1608 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -FERRY
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	0	0	0	0

-----Aircraft Information-----

Make/Model - DEHAVILLAND DHC-6-200
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 11579
No. of Seats - 21

Eng Make/Model - P&W PT-6A-20A
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 579 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/010 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 3400 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WASHINGTON, DC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

DULLES INT'L
Runway Ident - 19L
Runway Lth/Wid - 11500/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, ATP
SE LAND, ME LAND
HELICOPTER

Age - 50
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - DHC-6

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 12400	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	28
Instrument-	0	Last 90 Days-	120
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THIS WAS THE FIRST FLIGHT AFTER A MAINTENANCE INSPECTION. THE FLAPS WERE LEFT FULL DOWN AFTER A POST-INSPECTION BY COMPANY MECHANICS, BEFORE THE FLIGHT. WITNESSES STATED THE FLAPS WERE DOWN WHEN THE AIRCRAFT TAXIED TO TAKEOFF ON RWY 19L. WITNESSES STATED THE AIRCRAFT CLIMBED STEEPLY AFTER IT LIFTED OFF WITH A PITCH ATTITUDE UP TO 60 DEGREES. ACCORDING TO WITNESSES, THE AIRCRAFT CLIMBED TO 200 TO 500 FT AGL, BEFORE IT STALLED AND DESCENDED NOSE DOWN IN A LEFT TURN. THE AIRCRAFT CRASHED ABOUT 300 FT LEFT OF AND 2000 FT DOWN THE RWY. EXAMINATION OF THE AIRCRAFT REVEALED THE FLAPS WERE FULL DOWN. THE SCROLL TYPE CHECKLIST WAS POSITIONED AT THE BEGINNING OF THE TAKEOFF CHECK. THE FLIGHT MANUAL RECOMMENDS A 10 DEGREE FLAP SETTING FOR TAKEOFF AND PROHIBITS FLAP FULL DOWN TAKEOFF. REVIEW OF PREVIOUS DHC-6 ACCIDENTS INVOLVING FLAP FULL DOWN RESULTED IN A STEEP TAKEOFF CLIMB AND EXCESSIVE PITCH ATTITUDE FOLLOWED BY A STALL. THE POSITION OF THE CONTROL LOCK SUGGESTS IT MAY HAVE BEEN IN THE LOCKED POSITION DRG THE TKOF.

Brief of Accident (Continued)

File No. - 2436

7/20/88

CHANTILLY, VA

A/C Reg. No. N7267

Time (Lcl) - 1608 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
2. INATTENTIVE - PILOT IN COMMAND
3. CHECKLIST - NOT USED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. REMOVAL OF CONTROL/GUST LOCK(S) - INADVERTENT USE - 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) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2499 9/29/88 CLARKSVILLE, VA A/C Reg. No. N325X Time (Lcl) - 0625 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass	1	0	0
Accident Occurred During - DESCENT			0	0	0

-----Aircraft Information-----

Make/Model - MAULE M-5-210C	Eng Make/Model - CONTINENTAL IO-360-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2306	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 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 - IMC</p> <p>Wind Dir/Speed- LIGHT AND VARIABLE</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - OBSCURED</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination CHASE CITY, 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 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>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2019</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES REPORTED LOW CLOUDS, POOR VISIBILITY, AND FOG WHEN THE ACFT TOOK OFF. ACCORDING TO WITNESSES, THE ACFT CIRCLED THE AIRPORT SHORTLY AFTER TAKEOFF. WITNESSES REPORTED THE ENGINE SOUND INCREASED AND DECREASED SEVERAL TIMES BEFORE THE ACFT DESCENDED AND CRASHED IN A STEEP NOSE DOWN ATTITUDE. THE PLT WAS INSTRUMENT RATED; HOWEVER THERE WAS NO FLIGHT PLAN FILED FOR THE FLIGHT. RECORDS WERE NOT AVAILABLE TO DETERMINE THE PLT'S INSTRUMENT PROFICIENCY. EXAMINATION OF THE ACFT DID NOT REVEAL EVIDENCE OF MECHANICAL MALFUNCTION. POST MORTEM EXAMS DID NOT REVEAL EVIDENCE OF PHYSICAL IMPAIRMENT OR INCAPACITATION.

Brief of Accident (Continued)

File No. - 2499

9/29/88

CLARKSVILLE,VA

A/C Reg. No. N325X

Time (Lcl) - 0625 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - FOG
2. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

4. SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2427 7/30/88 MONTPELIER,VT A/C Reg. No. N2883P Time (Lcl) - 1530 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	1	0	0

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - LAKE LA-4-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320
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-
Visibility - 6.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BURLINGTON,VT
Destination
LACONIA,NH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND,SE SEA

Age - 62
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - B-55

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 13495 Last 24 Hrs - 2
Make/Model- 60 Last 30 Days- 85
Instrument- 3341 Last 90 Days- 206
Multi-Eng - 11509

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER EXPERIENCING AN ENGINE PROBLEM DURING A FERRY FLIGHT, THE PILOT ATTEMPTED TO LAND AT KNAPP STATE AIRPORT IN MONTPELIER, VERMONT. HOWEVER, DURING THE APPROACH THE ENGINE QUIT AND THE PILOT HAD TO MAKE AN EMERGENCY LANDING IN A NEARBY FIELD. DURING THE LANDING THE AIRPLANE STRUCK A DITCH AND NOSED OVER. A POST ACCIDENT EXAMINATION REVEALED THAT THE FUEL SYSTEM WAS CONTAMINATED WITH WATER AND PARTICLES OF RUST.

Brief of Accident (Continued)

File No. - 2427

7/30/88

MONTPELIER, VT

A/C Reg. No. N2883P

Time (Lcl) - 1530 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - CONTAMINATION
 2. FLUID, FUEL - WATER
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2462 8/01/88 RACINE, WI A/C Reg. No. N56352 Time (Lcl) - 1541 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - DESCENT			0	1	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20K	Eng Make/Model - CONTINENTAL TS10-360	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ASPEN, CO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	GRAND RAPIDS, MI	Runway Ident - N/A
Wind Dir/Speed- 210/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 7500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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 - 1050	Last 24 Hrs -	5
SE LAND	Months Since - 13	Make/Model- 980	Last 30 Days-	15
	Aircraft Type - M20K	Instrument- 45	Last 90 Days-	40

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT AND HIS PASSENGER DEPARTED ASPEN, COLORADO AT HIS ESTIMATED TIME OF 1000 CDT. NO FLIGHT PLAN WAS FILED. THE PILOT HAD REQUESTED FULL FUEL SERVICE AT ASPEN, BUT DID NOT PERFORM A VISUAL CHECK DURING PREFLIGHT. FLIGHT WAS CONDUCTED AT 13,500 FEET MSL. APPROXIMATELY 5 HOURS AND 33 MINUTES INTO FLIGHT THE PILOT ADVISED KANKAKEE AFSS THAT HE WAS OVER LAKE MICHIGAN AND "LOW ON FUEL." THE AIRCRAFT DITCHED AT APPROXIMATELY 1541 CDT. BOTH OCCUPANTS WERE RETRIEVED BY THE U.S. COAST GUARD 1 HOUR AND 30 MINUTES AFTER DITCHING. THE AIRCRAFT HAS NOT BEEN RECOVERED.

Brief of Accident (Continued)

File No. - 2462

8/01/88

RACINE, WI

A/C Reg. No. N56352

Time (Lcl) - 1541 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2429 9/08/88 WATERTOWN,WI A/C Reg. No. N9346C Time (Lcl) - 1145 CDT

-----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	2	2	0

-----Aircraft Information-----

Make/Model	- PIPER PA-32-260	Eng Make/Model	- LYCOMING O-540-E4B5	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 260 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - COMMERCIAL WX SERVICE</p> <p>Method - TELETYPE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 200/012 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WATERTOWN,WI</p> <p>Destination SAULT ST. MARIE,MI</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-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 436
SE LAND,ME LAND	Months Since - 12	Make/Model- 24
	Aircraft Type - C-501	Instrument- 82
		Multi-Eng - 21
		Last 24 Hrs - 1
		Last 30 Days- 27
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT PLANNED A CROSS-COUNTRY TRIP WITH PASSENGERS AND BECAUSE OF THEIR WEIGHT, HE ELECTED NOT TO FILL THE OUTBOARD TANKS WITH FUEL. HE TOOK OFF WITH THE EMPTY RIGHT OUTBOARD TANK SELECTED AND FUEL STARVATION OCCURRED AT 200' AGL. THE PILOT WAS ATTEMPTING TO AVOID POWER LINES AND TREES WHEN THE ACFT STALLED AND DESCENDED TO TERRAIN IMPACT.

Brief of Accident (Continued)

File No. - 2429

9/08/88

WATERTOWN, WI

A/C Reg. No. N9346C

Time (Lc1) - 1145 CDT

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 - MISREAD - PILOT IN COMMAND
3. LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. UNSUITABLE TERRAIN
5. STALL - INADVERTENT - 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) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2493 4/07/88 PINEVILLE,WV A/C Reg. No. N340FB Time (Lcl) - 0900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 340
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5975
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-N
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - IMC
Wind Dir/Speed- 300/010 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 300 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
CHARLESTON,WV

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

WELCH
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	- 9700	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF THE ACFT CONTACTED A SAGGING WIRE WHICH WAS SUSPENDED BY TWO HANGARS. THE TOP 2 INCHES OF THE RUDDER WERE SEVERED. THE PLT WAS UNAWARE OF THE WIRE CONTACT AND FLEW ONTO HIS DESTINATION WHERE A LINEMAN INFORMED THE PLT OF THE DAMAGE.

Brief of Accident (Continued)

File No. - 2493

4/07/88

PINEVILLE,WV

A/C Reg. No. N340FB

Time (Lcl) - 0900 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. OBJECT - WIRE, STATIC
2. 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) 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. - 2444 4/14/88 CHARLESTON, WV A/C Reg. No. N110UR Time (Lcl) - 0945 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-PIEDMONT AVIATION	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 121	NONE	Crew	Fatal	0	Serious	0
Accident Occurred During	-CRUISE		Pass	0	0	Minor	3
							51
						None	3

-----Aircraft Information-----

Make/Model	- FOKKER F-28-4000	Eng Make/Model	- ROLLS ROYCE 555-15P	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 73000	Engine Type	- TURBOJET		
No. of Seats	- 72	Rated Power	- 9850 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	CHARLOTTE, NC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	YEAGER
Wind Dir/Speed - 190/004 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6302/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11009
ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - F-28	Make/Model - 325
		Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS AT FLIGHT LEVEL 310 WHEN THE NO. 2 ENGINE FIRST STAGE TURBINE DISC SEPARATED, CAUSING AN UNCONTAINED ENGINE FAILURE. TURBINE DEBRIS PENETRATED THE FUSELAGE STRUCTURE AND CAUSED DEPRESSURIZATION. THE PILOT MADE AN EMERGENCY DESCENT AND LANDED AT CHARLESTON, WV WHICH WAS ABOUT 50 MILES AWAY. THE INVESTIGATION REVEALED SEVERE RUBBING BETWEEN THE FIRST STAGE TURBINE DISC AND THE INTERSTAGE SEAL. THE LOW PRESSURE TURBINE HAD 119 HOURS SINCE IT WAS OVERHAULED, WHICH INCLUDED THE REPLACEMENT OF THE INTERSTAGE SEAL. THE INVESTIGATION REVEALED MAINTENANCE PERSONNEL EXPERIENCED DIFFICULTIES ESTABLISHING CLEARANCE BETWEEN THE INTERSTAGE AND THE LOW PRESSURE TURBINE DISC AFTER THE REPLACEMENT. ALL OF THE FIRST CLASS SECTION AND TWO CABIN SECTION PASSENGER OXYGEN MASKS FAILED TO DEPLOY.

Brief of Accident (Continued)

File No. - 2444

4/14/88

CHARLESTON, WV

A/C Reg. No. N110UR

Time (Lcl) - 0945 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. TURBINE ASSEMBLY, SEAL - MOVEMENT RESTRICTED
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. TURBINE ASSEMBLY, TURBINE WHEEL - CHAFED
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - OTHER MAINTENANCE PSNL
5. TURBINE ASSEMBLY, TURBINE WHEEL - FAILURE, TOTAL

Occurrence #2 DECOMPRESSION
Phase of Operation CRUISE - NORMAL

Finding(s)

6. TURBINE ASSEMBLY, TURBINE WHEEL - SEPARATION
7. FUSELAGE, CABIN - PENETRATED
8. OXYGEN SYSTEM, MASK, PASSENGER - JAMMED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2450 4/29/88 FAYETTEVILLE,WV A/C Reg. No. N13261 Time (Lcl) - 1815 EDT

-----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	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BROOKVILLE,OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FAYETTEVILLE,WV	FAYETTE
Wind Dir/Speed- 260/008 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2145/ 20
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 209
SE LAND	Months Since - 13	Make/Model- 172
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, AFTER USING THE TETRAHEDRON TO DETERMINE THE WIND DIRECTION, HE LANDED ON RWY 03. THE PILOT STATED THAT DURING THE LANDING FLARE, THE ACFT FLOATED AND DID NOT TOUCH DOWN UNTIL HALFWAY DOWN THE RUNWAY. HE STATED THAT HE WAS UNABLE TO STOP BEFORE HE OVERRAN THE RWY AND STRUCK A FENCE. ACCORDING TO A PILOT-WITNESS, THE LOCAL WINDS WERE VARIABLE AT 20 KTS. THE WITNESS STATED THE WIND FAVORED A LANDING ON RWY 03. THE WITNESS STATED THE ACFT TOUCHED DOWN 1000 FT DOWN THE RWY. ACCORDING TO THE WITNESS, THIS WAS THE PILOT'S THIRD ATTEMPT TO LAND. THE PILOT REPORTED NO MECHANICAL MALFUNCTION.

Brief of Accident (Continued)

File No. - 2450

4/29/88

FAYETTEVILLE, WV

A/C Reg. No. N13261

Time (Lc1) - 1815 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

DATE DUE

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JUN 18 1961		
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