

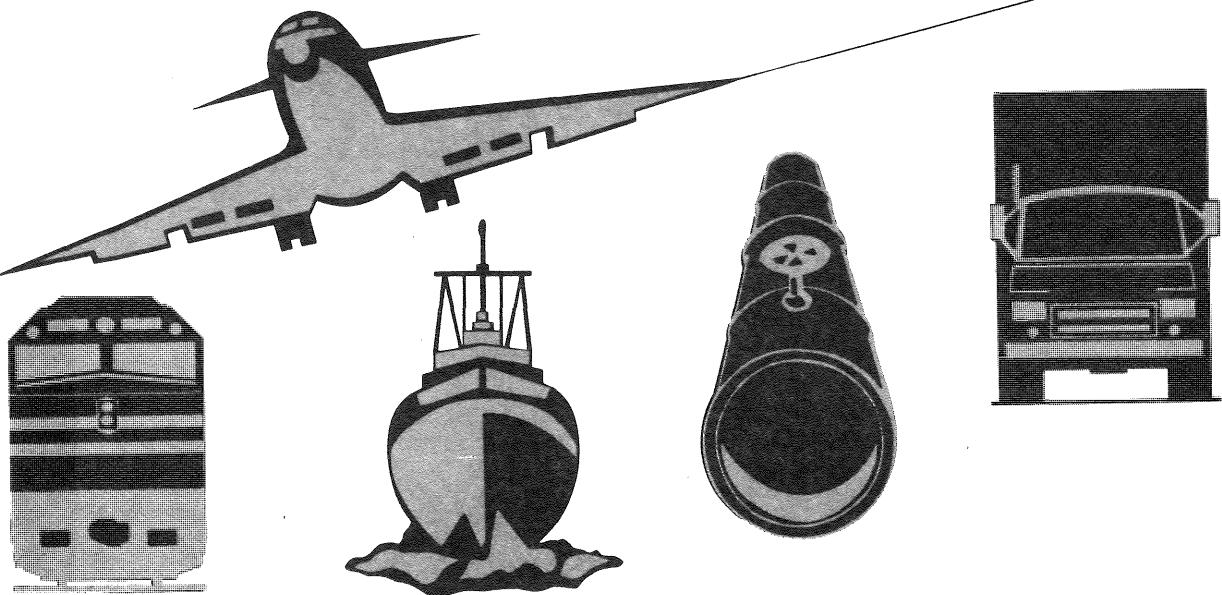
# NATIONAL TRANSPORTATION SAFETY BOARD

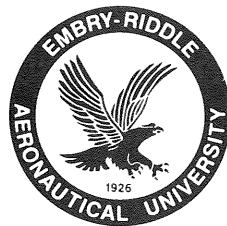
WASHINGTON, D.C. 20594



## AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 2 OF 1989 ACCIDENTS





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TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-90/02	2. Government Accession No. PB90-916902	3. Recipient's Catalog No.	
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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 200 General Aviation and Air Carrier Accidents Occurring in 1989 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 1989. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, approximately fifteen 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: 201 through 309 311 through 337 339 through 399</p>			
17. Key Words  Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement  This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classification (of this report) UNCLASSIFIED	20. Security Classification (of this page) UNCLASSIFIED	21. No. of Pages 416	22. Price

## 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 approximately fifteen (15) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

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

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

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

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

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

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## DEFINITIONS

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

### Aircraft Accidents

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

### Fatal Injury

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

### Serious Injury

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

### Substantial Damage

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

## OCCURRENCE

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

## Gear Collapsed

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

## TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

### 1. GENERAL AVIATION

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

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

#### Personal

Flying by individuals in 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 2

CALENDAR YEAR 1989

## File Order Listing - Issue No. 2, 1989

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
201	6834J	020689	MISSING ACFT, AO	PIPER	PA-28-151	FATAL	44
202	8768H	052689	HERMISTON, OR	SCHWEIZER	G-164	NONE	346
203	6395G	040689	SEATTLE, WA	CESSNA	150K	NONE	388
204	6575G	050689	YAMHILL, OR	CESSNA	150	NONE	344
205	8049R	051389	ELY, NV	BEECH	A24R	SERIOUS	312
206	2943K	051389	BATTLE MOUNTAIN, NV	LUSCOMBE	8A	NONE	310
207	225CC	041489	LAS VEGAS, NV	AEROSPATIALE	AS-355-F2	NONE	308
208	6121D	052889	BLACK DIAMOND, WA	PIPER	PA-22-150	NONE	394
209	445CB	052189	CONCRETE, WA	PAZMANY	PL-4A	MINOR	392
210	614RM	051789	KETCHIKAN, AK	BELL	214B-1	SERIOUS	14
211	2278P	052189	JACKPOT, NV	STITS	SA-3A	NONE	314
212	5013C	051789	LEWISTON, ID	BELL	206B III	MINOR	212
213	2770G	052989	BEND, OR	CESSNA	182B	NONE	348
214	8923T	021489	ADALANTO, CA	CESSNA	182C	NONE	80
215	2912R	020689	PHOENIX, AZ	CAMERON BALL	A-140	SERIOUS	52
216	4957Z	031189	RENO, NV	CESSNA	TU206-G	MINOR	304
217	9182L	033189	SITKA, AK	BELLANCA	7GCBC	NONE	6
218	7505Y	030389	FORREST GROVE, OR	SCHWEIZER	269C	MINOR	338
219	6166N	032689	EVERETT, WA	CESSNA	185	NONE	384
220	99713	040289	HAWTHORNE, NV	CESSNA	172P	MINOR	306
221	9378T	031189	GINGERVILLE, MD	PIPER	PA-38-112	NONE	216
222	41169	021489	PACIFIC OCEAN, PO	PIPER	PA-31-350	MINOR	360
223	131AT	031589	CORONA, CA	BELL	206B	NONE	86
224	777ML	030589	FULLERTON, CA	BELLANCA	17-31ATC	NONE	82
225	93114	010489	LONG BEACH, CA	CESSNA	152	NONE	68



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226	3857Q	010789	ALTURAS, CA	CESSNA	172	NONE	70
227	25620	030589	CHANDLER, AZ	PIPER	PA-38-112	NONE	56
228	2936C	033089	TACOMA, WA	CESSNA	180	NONE	386
229	84435	032189	FULLERTON, CA	PIPER	PA-28-161	NONE	90
230	8784F	031789	MALIBU, CA	HUGHES	269A	SERIOUS	88
231	63229	032489	OCEANSIDE, CA	CESSNA	172P	MINOR	92
232	60KB	032489	PHOENIX, AZ	NAVAL AIRCRA	N3N-3	NONE	58
233	61315	040189	BERMUDA DUNES, CA	CESSNA	150J	MINOR	96
234	8162W	012289	SHOW LOW, AZ	PIPER	PA-28-180	NONE	50
235	985BY	013089	NOVATO, CA	PIPER	PA-28-181	NONE	74
236	98564	020489	SANTA YNEZ, CA	CESSNA	172P	MINOR	78
237	5454X	021489	JACKSONVILLE, FL	CESSNA	340A	NONE	164
238	48799	012689	ORLANDO, FL	CESSNA	152	NONE	158
239	4303X	021889	FORT LAUDERDALE, FL	PIPER	PA-32R-300	NONE	170
240	3937F	021989	BLUE MOUNTAIN, MS	CESSNA	172	FATAL	246
242	88RG	013189	SPARKS, NV	PIPER	PA-31	SERIOUS	300
244	94276	022289	INCLINE VILLAGE, NV	MOONEY	M20K	MINOR	302
245	30SK	050689	KELSO, WA	MCCOY	SUPER KOAL	MINOR	390
246	1738A	042289	TALKEETNA, AK	PIPER	PA-18	MINOR	12
247	9147Y	050589	DURANGO, CO	PIPER	PA-28RT-20	NONE	150
248	2774F	051889	MILES CITY, MT	CESSNA	182J	MINOR	260
249	80927	032389	BILLINGS, MT	POEHLS	BOBCAT	SERIOUS	256
250	9583G	033089	STATESBORO, GA	CESSNA	A188B	MINOR	204
251	52124	010589	SALISBURY, NC	BOEING	E75	NONE	262
252	80791	061189	LUTHER, OK	SWIFT	GC-1B	MINOR	336

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253	201TP	042789	JASPER, TX	MOONEY	M20J	SERIOUS	374
254	4369S	040789	JEFFERSON, OK	AIR TRACTOR	301	NONE	330
255	53549	033189	STUART, FL	BOEING	E75N1	NONE	184
256	66374	031289	ARCADIA, FL	CESSNA	150	NONE	178
257	32062	061689	EEK, AK	PIPER	PA-32-300	NONE	36
258	11GA	061289	ANCHORAGE, AK	DEHAVILLAND	DHC-2	NONE	34
259	86836	040489	EKLUTNA, AK	BELLANCA	7GCBC	FATAL	8
260	8677C	040489	CHUGIAK, AK	PIPER	PA-18	NONE	10
261	182BH	031189	JACKSONVILLE, FL	CESSNA	182	MINOR	176
262	3122W	032889	SARASOTA, FL	BEECH	B55	MINOR	182
263	8417H	031289	ST AUGUSTINE, FL	PIPER	PA-34-220T	NONE	180
264	70396	032589	PURVIS, MS	DYAR	KIT FOX	MINOR	248
265	4273C	040289	WEST PALM BEACH, FL	CESSNA	340A	NONE	186
266	166LC	011789	WALNUT COVE, NC	BEECH	58	NONE	264
267	9944V	052389	GREEN ISLAND, AK	CESSNA	180	SERIOUS	24
268	87TS	052089	TOK JUNCTION, AK	PIPER	PA-31	NONE	22
269	9092W	021989	ANGEL FIRE, NM	PIPER	PA-46-310P	NONE	290
270	2409F	011989	ELKVIEW, WV	PIPER	PA-38-112	MINOR	396
271	4620M	032889	BELUGA MOUNTAIN, AK	PIPER	PA-11	NONE	4
272	623AW	011689	MONTGOMERY, AL	BEECH	A90	NONE	42
273	1997X	051889	WHITE MOUNTAIN, AK	CESSNA	182H	NONE	16
274	7761D	051889	HARDING LAKE, AK	PIPER	PA-18	NONE	20
275	4763C	051889	TOGIAK, AK	GRUMMAN	G21	NONE	18
276	98990	012489	MOORESVILLE, NC	CESSNA	172P	MINOR	266
277	3823Y	032389	EUGENE, OR	CESSNA	210D	FATAL	342

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278	15HB	041389	LAKELAND, FL	NORTH AMERIC	SNJ-5	NONE	194
279	311P	041289	ST AUGUSTINE, FL	LUSCOMBE	8A	NONE	190
280	3159D	041389	FORT PIERCE, FL	AIR TRACTOR	AT-301	NONE	192
281	2326W	040889	LAKELAND, FL	BEECH	A23	MINOR	188
282	80436	040289	COLUMBIA, MS	CESSNA	172M	NONE	250
283	5543X	052889	LAMBERT, MS	AYRES	S2R	SERIOUS	252
284	704XE	042389	MIAMI, FL	CESSNA	152	NONE	196
285	3148V	061989	GRAIN VALLEY, MO	CESSNA	150M	MINOR	244
286	6436P	050289	BUFFALO, MN	CESSNA	152	NONE	220
287	59GH	042189	LIBERTY, MO	HUFF	1	NONE	232
288	14VV	041789	ST JOSEPH, MO	VESTAL	QUICKIE Q2	NONE	230
289	175RP	031189	MURRAY, NE	CESSNA	175	NONE	276
290	4096H	011589	MALMO, MN	MOONEY	M20	SERIOUS	218
291	5092D	050489	WENTZVILLE, MO	CESSNA	172	MINOR	236
292	19220	042289	CREVE COUER, MO	CESSNA	150	NONE	234
293	58072	011889	HUNTINGTON BCH, CA	BOEING	A75	MINOR	72
294	96642	033189	EUREKA, CA	CESSNA	182Q	NONE	94
295	59973	040489	SALINAS, CA	PIPER	PA-31-350	NONE	102
296	7238A	050989	SACRAMENTO, CA	BEECH	A36	NONE	130
297	82756	040189	HEMET, CA	BLANIK	L-13	NONE	98
298	7592U	032889	MESA, AZ	CESSNA	150M	MINOR	60
299	42005	031289	WATSONVILLE, CA	CESSNA	182L	SERIOUS	84
300	12428	042089	HOLLBROOK, AZ	WACO	QCF	NONE	62
301	1490T	041889	FRESNO, CA	PIPER	PA-28-140	NONE	112
302	84745	041689	SANTA PAULA, CA	AERONCA	7AC	NONE	110

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303	4602L	040989	TAFT, CA	CESSNA	152	NONE	104
304	71HM	052089	FARMINGTON, NM	MCCOY	BD-5	NONE	294
305	4627E	022289	WOLF POINT, MT	AERONCA	7AC	NONE	254
306	47115	030689	FORT LAUDERDALE, FL	CESSNA	152	FATAL	174
307	2556U	012789	CUMMING, GA	CESSNA	172D	SERIOUS	202
308	43330	022489	INVERNESS, FL	PIPER	PA-28R-200	SERIOUS	172
309	5983P	011489	ALBUQUERQUE, NM	PIPER	PA-24-180	FATAL	288
311	1047F	052989	KAHILTNA GLAC, AK	CESSNA	185F	NONE	26
312	6073W	042589	CHINO, CA	PIPER	PA-28-140	NONE	118
313	14490	041489	BOLINAS, CA	HILLER	UH-12D	NONE	108
314	97169	042289	AVALON, CA	STINSON	108	MINOR	114
315	115DS	012689	SPARTANSBURG, PA	GRUMMAN	GA-7	FATAL	350
316	81VP	040289	PAPILLION, NE	SCHMAHL	VOLKSPLANE	FATAL	278
317	65910	061889	ELBERT, CO	SCHWEITZER	1-26E	NONE	156
318	5414C	041989	KALISPELL, MT	CESSNA	170A	NONE	258
319	6411K	050789	MINNEAPOLIS, MN	CESSNA	150	NONE	222
320	6330D	050689	TULSA, OK	BELL	47L	NONE	332
321	6105E	041789	SO. BETHLEHEM, NY	CESSNA	172	NONE	320
322	60201	022589	OLCOTT, NY	TAYLORCRAFT	L-2M	MINOR	318
323	7741W	051189	MOBERLY, MO	PIPER	PA-28-180	NONE	238
324	60625	062089	MINDEN, LA	CESSNA	150J	NONE	214
325	39304	052189	PRYOR, OK	AERONCA	65-TAC	SERIOUS	334
326	5517R	031689	HONESDALE, PA	CESSNA	172	MINOR	354
327	2520Z	040389	MANCHESTER, NH	CHAMPION	8KCAB	NONE	284
328	757JS	042789	HANOVER, PA	CESSNA	152	NONE	356

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329	4022Q	042789	SOLEBURG, PA	ADAM BALLOON	UNKNOWN	SERIOUS	358
330	29241	051889	MELBOURNE, FL	PIPER	PA-28RT-20	NONE	198
331	4207U	062189	RIO RANCHO, NM	RAVEN INDUST	S77A	SERIOUS	296
332	94622	060489	FORT LAUDERDALE, FL	CESSNA	152	NONE	200
333	5594N	051389	MACK, CO	HILLER	UH-12E	SERIOUS	154
334	3148M	060489	ANAKTUVUK PASS, AK	PIPER	PA-12	MINOR	32
335	2972X	032589	ALBUQUERQUE, NM	CESSNA	177RG	FATAL	292
336	6569K	020389	BAYLESS, CA	SCHWEIZER	G-164C	NONE	76
337	6149G	020889	HONOLULU, HI	CESSNA	150K	MINOR	208
337	88TE	020889	HONOLULU, HI	CESSNA	152	MINOR	210
339	34VV	050789	FALCON, CO	GALBREATH	VARIVIGGEN	SERIOUS	152
340	1846Z	061789	BULLFROG, UT	CESSNA	180K	MINOR	380
341	8806S	012989	CRALEY, PA	CESSNA	150	NONE	352
342	224BG	022689	EL PASO, TX	GROB-WERKE	G109B	NONE	372
343	1093Y	041189	ROSEHAYN, NJ	HUGHES	269C	SERIOUS	286
344	25420	012889	FIRE ISLAND, NY	CESSNA	152	NONE	316
345	35479	052089	ARCATA, CA	PIPER	PA-31-350	NONE	136
346	94EC	022489	COLORADO SPRING, CO	ELLER	BD-5B	MINOR	148
347	88778	051489	YOUNG, AZ	CESSNA	R172E	MINOR	64
348	3169V	043089	SIERRAVILLE, CA	BEECH	35	NONE	126
349	30678	050789	IMPERIAL, CA	CESSNA	210T	MINOR	128
350	4276U	051089	VACAVILLE, CA	CESSNA	150D	NONE	132
351	6220L	042989	RAMONA, CA	GREAT LAKES	2T-1A-2	NONE	122
351	31303	042989	RAMONA, CA	CESSNA	172E	NONE	124
352	151D	042589	TRAVIS AFB, CA	NORTH AMERIC	P-51D	NONE	116

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353	2828P	052989	ANCHORAGE, AK	PIPER	PA-22	NONE	30
354	38582	052989	ANCHORAGE, AK	PIPER	PA-18	NONE	28
355	9489P	052089	WARRENTON, VA	PIPER	PA-25-235	MINOR	382
356	4391P	012789	CARSON CITY, NV	PIPER	PA-23-160	FATAL	298
357	645US	040389	LOS ANGELES, CA	BOEING	767-201	SERIOUS	100
358	5496B	021289	GREEN VALLEY, AZ	CESSNA	152	NONE	54
359	987GM	053189	TUBA CITY, AZ	BEECH	E-90	NONE	66
360	2124H	020489	BUNNELL, FL	PIPER	PA-44-180	NONE	160
361	737WR	053089	SACRAMENTO, CA	CESSNA	172N	NONE	144
361	1844Q	053089	SACRAMENTO, CA	CESSNA	177RG	NONE	146
362	7568N	051289	MONTEREY, CA	CESSNA	T210N	NONE	134
363	1042F	052889	JACKSON, CA	CESSNA	A185F	NONE	142
364	18515	052189	BAKERSFIELD, CA	CESSNA	150L	MINOR	138
365	31277	052889	BIG SUR, CA	BELLANCA	7GCAA	NONE	140
366	303CR	021189	SAN JUAN, PR	CESSNA	172M	NONE	362
367	511U	020489	INDIAN ROCKS, FL	STOLP-ADAMS	SA100	NONE	162
368	2746K	052189	RAMSEY, MN	LUSCOMBE	8F	NONE	224
369	24984	051889	WARRENSBURG, MO	CESSNA	152	NONE	240
370	45278	052389	VALENTINE, NE	AMERICAN	AA5-B	MINOR	280
371	9084R	052589	TABLE ROCK, NE	CESSNA	188	NONE	282
372	45JB	052689	DULUTH, MN	CESSNA	180	NONE	226
373	4900X	053089	CARLISLE, AR	ROCKWELL	THRUSH S2R	MINOR	48
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375	3488Q	021789	MELROSE, FL	CESSNA	320E	FATAL	168
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AIRCRAFT ACCIDENT REPORTS  
BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 2 OF 1989 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 380      1/13/89      FORT YUKON, AK      A/C Reg. No. CFBCH      Time (Lcl) - 1712 AST

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-AKLAK AIR LTD	SUBSTANTIAL					
Type of Operation	-NON SCHED, INTL, PAX/CARGO	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 129	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

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

Make/Model	- BEECH BE-99	Eng Make/Model	- P&W PT6A-27	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 11500	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- 680 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	INUUVIK, CD	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FAIRBANKS, AK	
Wind Dir/Speed - 030/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 4350	Last 24 Hrs - 5
SE LAND, ME LAND, ME SEA	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 210	Last 90 Days - 75
		Multi-Eng - 2025	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLIGHT AT 8000 FEET ABOVE MEAN SEA LEVEL THE CO-PILOT NOTICED A 100 POUND TORQUE INCREASE ON THE NUMBER TWO ENGINE. DURING HIS ATTEMPT TO REDUCE THE TORQUE HE HEARD AN EXPLOSION, SAW SPARKS COME FROM THE NUMBER TWO ENGINE EXHAUST STACKS AND OBSERVED A SLOW TURNING PROPELLER AS THE ENTIRE ENGINE NACELLE DISAPPEARED BENEATH THE AIRPLANE. FULL POWER ON THE NUMBER ONE ENGINE ALLOWED THE CREW TO REDUCE THE RATE OF DESCENT TO 1,500 FOOT PER MINUTE AND THEY CRASH LANDED ON THE FROZEN RIVER. ON SITE EXAMINATION REVEALED ONE PROPELLER BLADE FROM THE NUMBER TWO ENGINE WAS MISSING AND THAT THE NUMBER TWO ENGINE HAD SEPARATED DURING THE IMPACT SEQUENCE. SUBSEQUENT METALLURGICAL EXAMINATION SHOWED A FATIGUE FRACTURE ON THE REMAINING STUB OF THE MISSING BLADE.

Brief of Accident (Continued)

File No. - 380

1/13/89

FORT YUKON, AK

A/C Reg. No. CFBCH

Time (Lc1) - 1712 AST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. 1 ENGINE - SEPARATION
4. WHEELS UP LANDING - INTENTIONAL -

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE SEPARATION OF A SINGLE PROPELLER BLADE WHICH CAUSED THE DOWNWARD AND REARWARD DISPLACEMENT OF THE NUMBER TWO ENGINE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 271      3/28/89      BELUGA MOUNTAIN, AK      A/C Reg. No. N4620M      Time (Lcl) - 1500 ADT

-----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 - TAKEOFF

Fire  
NONE

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

Make/Model - PIPER PA-11  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1220  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 85 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 100.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CHUGIAK, AK  
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)  
STUDENT

Age - 25  
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 - 100  
Make/Model- 83  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 3  
Last 30 Days- 22  
Last 90 Days- 34  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT AND HIS PASSENGER HAD LANDED AT A REMOTE MOUNTAIN, OFF-AIRPORT LANDING SITE TO REPORTEDLY PHOTOGRAPH A BEAR. DURING THE ENSUING TAKE OFF ATTEMPT, THE SKI EQUIPPED PIPER PA-11 AIRPLANE STRUCK A SNOW BERM WITH ITS RIGHT MAIN LANDING GEAR SKI. THE RIGHT MAIN LANDING GEAR COLLAPSED, CAUSING SUBSTANTIAL DAMAGE TO THE AIRFRAME.

Brief of Accident (Continued)

File No. - 271

3/28/89

BELUGA MOUNTAIN, AK

A/C Reg. No. N4620M

Time (Lcl) - 1500 ADT

-----  
Occurrence #1            ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. TERRAIN CONDITION - SNOW COVERED
  4. TERRAIN CONDITION - ROUGH/UNEVEN
- 

Occurrence #2            MAIN GEAR COLLAPSED  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
PILOT'S SELECTION OF UNSUITABLE TERRAIN FOR AN OFF-AIRPORT LANDING AND TAKEOFF.    THE UNEVEN TERRAIN  
(WITH A SNOW BERM) WAS A RELATED FACTOR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 217      3/31/89      SITKA, AK      A/C Reg. No. N9182L      Time (Lc1) - 1545 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire      NONE

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

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

Make/Model      - BELLANCA 7GCBC  
Landing Gear      - FLOAT  
Max Gross Wt      - 1650  
No. of Seats      - 2

Eng Make/Model - LYCOMING O-320-A2B  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

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

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

Weather Data

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

Basic Weather      - VMC

Wind Dir/Speed- 090/012 KTS  
Visibility      - 25.0      SM  
Lowest Sky/Clouds      - 4500 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SITKA, AK  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

SITKA SEAPLANE BASE  
Runway Ident      - 13  
Runway Lth/Wid      - 4000/ 200  
Runway Surface      - WATER  
Runway Status      - WATER - CHOPPY

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

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

Age - 27  
Biennial Flight Review  
Current      - YES  
Months Since      - UNK/NR  
Aircraft Type      - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 189      Last 24 Hrs - UNK/NR  
Make/Model- 19      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- UNK/NR  
Multi-Eng - 0      Rotorcraft      - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT CONTINUED ON-THE-STEP TAXI FOR TAKEOFF ON CHOPPY WATER THRU A LARGE BOAT WAKE. THE WAKE, COMBINED WITH A GUST OF WIND, LIFTED THE LEFT WING OF THE AIRCRAFT. THE AIRCRAFT THEN BECAME AIRBORNE ABOUT 10 FEET AGL. THE AIRCRAFT ROLLED TO THE RIGHT AND THE RIGHT WING CONTACTED THE WATER.

Brief of Accident (Continued)

File No. - 217

3/31/89

SITKA, AK

A/C Reg. No. N9182L

Time (Lcl) - 1545 AST

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

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
  2. WEATHER CONDITION - GUSTS
  3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
  4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    DESCENT - UNCONTROLLED  
-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S CONTINUING THE TAKEOFF DESPITE THE LARGE BOAT WAKE AND GUSTING WIND. A CONTRIBUTING FACTOR WAS THE PILOT'S  
LOW FLIGHT TIME IN THIS TYPE OF AIRCRAFT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 259      4/04/89      EKLUTNA, AK      A/C Reg. No. N86836      Time (Lcl) - 1445 ADT

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

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

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

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320-A2D	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHUGIAK, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 320/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 205
SE LAND	Months Since - 99	Make/Model- 32
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 2
		Last 30 Days- 24
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THIS PRIVATE CERTIFICATED PILOT AND HIS STUDENT PILOT SON WERE FATALLY INJURED WHEN THEY CRASHED ON A MOUNTAIN SIDE WHILE PRESUMABLY TAKING VIDEO MOVIES OF SHEEP. THREE PERSONS ON THE GROUND HAD SEEN THE AIRPLANE CIRCLING NEAR THE SHEEP ABOUT THREE MINUTES BEFORE SEEING THE SMOKE FROM THE WRECKAGE. THE FATHER AND SON JOINTLY OPERATED A PHOTOGRAPHY BUSINESS. THE FATHER'S LAST FAA MEDICAL CERTIFICATE WAS DATED 3-2-76. THE AIRPLANE WAS USING AUTO GAS FOR WHICH IT HAD NOT BEEN GRANTED A STC.



Brief of Accident (Continued)

File No. - 259

4/04/89

EKLUTNA, AK

A/C Reg. No. N86836

Time (Lcl) - 1445 ADT

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

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND
4.      DIVERTED ATTENTION - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT DIVERTED HIS ATTENTION AND FAILED TO MAINTAIN ADEQUATE AIRSPEED, WHICH RESULTED IN AN INADVERTENT STALL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 260      4/04/89      CHUGIAK, AK      A/C Reg. No. N8677C      Time (Lcl) - 1145 ADT

-----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      0  
Minor      0

None      1  
0

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

Make/Model      - PIPER PA-18  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1750  
No. of Seats      - 1

Eng Make/Model      - LYCOMING O-320-B2B  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 25.0      SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CHUGIAK, AK  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

BIRCHWOOD  
Runway Ident      - 19  
Runway Lth/Wid      - 4010/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 52  
Biennial Flight Review  
Current      - YES  
Months Since      - 21  
Aircraft Type      - M-5

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)  
Total      - 700      Last 24 Hrs - 0  
Make/Model- 30      Last 30 Days- 5  
Instrument- UNK/NR      Last 90 Days- 25  
Multi-Eng - UNK/NR      Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHEN THE ACFT WAS CLIMBING AT ABOUT 20 TO 30 FT AGL, HE MADE A POWER REDUCTION, THEN THE ENG  
LOST POWER WITHOUT WARNING. HE WAS NOT SURE HE COULD CLEAR A FENCE THAT WAS AHEAD & TURNED LEFT ABOUT 110 DEG.  
SUBSEQUENTLY, THE ACFT IMPACTED ON RELATIVELY FLAT, FROZEN TERRAIN. IT SLID 96 FT & CAME TO REST ABOUT 175 FT  
EAST OF THE RWY. THE BROKEN CARBURETOR WAS REMOVED & DISASSEMBLED. NO PREIMPACT PART FAILURE OR NOTICEABLE  
CONTAMINATION WAS FOUND. THE ENG WAS OPERATIONALLY CHECKED; IT STARTED & OPERATED WITH NO PROBLEMS THAT WOULD  
HAVE CAUSED THE ACDNT. THE TEMP & DEW POINT WERE 36 & 27 DEG, RESPECTIVELY. ACCORDING TO CARB ICE CHARTS,  
CONDITIONS WERE CONDUCTIVE TO CARBURETOR ICE. THE ACDNT OCCURRED AFTER THE PLT HAD INITIATED AN INTERSECTION  
TAKEOFF WITH ABOUT 1960 FT OF RWY REMAINING.

Brief of Accident (Continued)

File No. - 260

4/04/89

CHUGIAK, AK

A/C Reg. No. N8677C

Time (Lcl) - 1145 ADT

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

Finding(s)

1. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. FUEL SYSTEM, CARBURETOR - ICE

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

Occurrence #3        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. MANEUVER - INITIATED - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
CARBURETOR ICE DUE TO THE PILOT'S IMPROPER USE OF POWERPLANT CONTROLS; AND FAILURE OF THE PILOT TO MAINTAIN ADEQUATE  
AIRSPEED, WHILE MANEUVERING (TURNING LEFT), WHICH RESULTED IN AN INADVERTENT STALL. FACTORS RELATED TO THE ACCIDENT  
WERE: FAILURE OF THE PILOT TO USE ALL AVAILABLE RUNWAY, AND CARBURETOR ICING CONDITIONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 246      4/22/89      TALKEETNA, AK      A/C Reg. No. N1738A      Time (Lcl) - 1415 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BIG LAKE, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 50 FT PART OBS	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 100 FT BROKEN	Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING	Runway Status - N/A
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1095
SE LAND	Months Since - 23	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 711
		Last 30 Days- 7
		Instrument- 1
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT HAD TAKEN TWO PASSENGERS FOR A SCENIC RIDE IN HIS ONE PASSENGER AIRPLANE. HE WAS FLYING IN MOUNTAINOUS TERRAIN OVER THE RUTH GLACIER NEAR MOUNT MCKINLEY. HE SAW THE WORD "HELP" STAMPED IN THE SNOW BY A GROUP OF MOUNTAIN CLIMBERS, TWO OF WHICH WERE INJURED. HE ELECTED TO LAND TO SEE IF HE COULD HELP, BUT ENCOUNTERED REDUCED VISIBILITY DUE TO SNOW AND LOW CLOUDS. HE ATTEMPTED A GO-AROUND BUT STALLED THE AIRPLANE ABOUT 30 FEET AGL. HE AND HIS TWO PASSENGERS ESCAPED WITH MINOR INJURIES AND WAITED RESCUE WITH THE CLIMBERS IN A NEARBY CABIN.

Brief of Accident (Continued)

File No. - 246

4/22/89

TALKEETNA, AK

A/C Reg. No. N1738A

Time (Lcl) - 1415 ADT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - WHITEOUT
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. SELF-INDUCED PRESSURE - PILOT IN COMMAND

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

Finding(s)

6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S CONTINUED VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS AND THE INADVERTANT STALL/MUSH OF THE  
AIRPLANE. CONTRIBUTING FACTORS ARE THE PILOT'S OVERCONFIDENCE, SELF-INDUCED PRESSURE, MOUNTAINOUS TERRAIN AND WHITEOUT  
CONDITIONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 210      5/17/89      KETCHIKAN, AK

A/C Reg. No. N614RM

Time (Lcl) - 1520 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -OTHER WORK USE

Flight Conducted Under -14 CFR 133

Accident Occurred During -HOVER

Fire  
NONE

Crew  
Pass

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

Make/Model - BELL 214B-1

Landing Gear - SKID

Max Gross Wt - 15000

No. of Seats - 11

Eng Make/Model - LYCOMING T-5508D

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 2950 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 335/015 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - 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 - 40

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5956

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 8

Last 30 Days- 42

Last 90 Days- 123

Rotorcraft - 5800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING HOVER DESCENT TO PICK UP A LOAD OF LOGS WHILE CONDUCTING HELICOPTER LOGGING OPERATIONS, THE PILOT INADVERTENTLY CONTACTED A TREE WITH THE TAIL ROTOR. THE HELICOPTER SUBSEQUENTLY COLLIDED WITH TERRAIN.

Brief of Accident (Continued)

File No. - 210

5/17/89

KETCHIKAN, AK

A/C Reg. No. N614RM

Time (Lc1) - 1520 ADT

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

Finding(s)

1. OBJECT - TREE(S)
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT MISJUDGING CLEARANCE FROM TREES DURING A HOVER DESCENT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 273      5/18/89      WHITE MOUNTAIN, AK      A/C Reg. No. N1997X      Time (Lcl) - 1230 ADT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GALENA, AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WHITE MOUNTAIN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11000
SE LAND, ME LAND, SE SEA	Months Since - 22	Make/Model- 2000
	Aircraft Type - C-182H	Instrument- 1600
		Multi-Eng - 8500
		Last 24 Hrs - 0
		Last 30 Days- 25
		Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ATP CERTIFICATED PILOT LANDED IN DEEP SNOW AT AN ABANDONED AND UNMAINTAINED AIRSTRIP AFTER FLYING OVER THE RECENTLY PLOWED ACTIVE RUNWAY. THE PILOT SAID THAT HE DID NOT SEE THE CLEARED ACTIVE RUNWAY BECAUSE IT WAS DIRECTLY BENEATH HIS AIRPLANE ON THE INITIAL OVERFLIGHT. HE ELECTED TO LAND AT THE ABANDONED STRIP BECAUSE IT HAD BEEN PARTIALLY CLEARED PREPARATORY FOR USE AS A STAGING AREA, AND HE THOUGHT IT WAS THE ACTIVE STRIP. AFTER LANDING, HE WAS TAXIING ON CRUSTED SNOW, WHEN THE NOSEWHEEL WENT THRU THE CRUSTED SURFACE & THE NOSE GEAR COLLAPSED.



Brief of Accident (Continued)

File No. - 273

5/18/89

WHITE MOUNTAIN, AK

A/C Reg. No. N1997X

Time (Lcl) - 1230 ADT

Occurrence #1 NOSE GEAR COLLAPSED  
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NOT OPERATING
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
4. LANDING GEAR, NOSE GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S SELECTION OF THE WRONG RUNWAY, WHICH WAS CLOSED. A FACTOR RELATED TO THE ACCIDENT WAS:  
THE SNOW CRUSTED RUNWAY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 275      5/18/89      TOGIAK,AK      A/C Reg. No. N4763C      Time (Lc1) - 1400 ADT

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

Type Operating Certificate-COMMUTER

Type of Operation      -POSITIONING  
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 - GRUMMAN G21  
Landing Gear - AMPHIBIAN  
Max Gross Wt - 8920  
No. of Seats - 10

Eng Make/Model - P&W R-985  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 450 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 015 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 2000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DILLINGHAM,AK  
Destination  
HAGEMEISTER,AK

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRSTRIP

Airport Data

TOGIAK  
Runway Ident - 36  
Runway Lth/Wid - 4400/ 30  
Runway Surface - GRAVEL  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND,ME LAND,SE SEA,ME SEA

Age - 39

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 14000	Last 24 Hrs	- 6
Make/Model	- UNK/NR	Last 30 Days	- 60
Instrument	- UNK/NR	Last 90 Days	- 120
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIR TAXI PILOT WAS ON AN UNSCHEDULED CHARTER FLIGHT IN AN AMPHIBIAN AIRPLANE TO PICK UP PASSENGERS NEAR HAGEMEISTER ISLAND. HE ELECTED NOT TO LAND AT HAGERMEISTER ISLAND DUE TO WATER CONDITIONS, BUT FLEW INSTEAD TO A NEARBY AIRSTRIP FOR A WHEEL LANDING. HE SAID THAT DURING THE LANDING ROLL, A GUST OF WIND CAUSED THE RIGHT WING TO LIFT AND HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL. THE AIRPLANE WENT OFF THE LEFT SIDE OF THE RUNWAY AND THE LEFT WING WAS DAMAGED.

Brief of Accident (Continued)

File No. - 275

5/18/89

TOGIAK,AK

A/C Reg. No. N4763C

Time (Lcl) - 1400 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - GUSTS
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
INADEQUATE COMPENSATION FOR WIND CONDITIONS BY THE PILOT, WHICH RESULTED IN A LOSS OF DIRECTIONAL CONTROL.  
A FACTOR RELATED TO THE ACCIDENT WAS: THE GUSTY CROSSWIND CONDITION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 274      5/18/89      HARDING LAKE, AK      A/C Reg. No. N7761D      Time (Lcl) - 1230 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FAIRBANKS, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LITTLE HARDING LAKE
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 80.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 18000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 303
SE LAND, SE SEA	Months Since - 10	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 260
		Instrument- 0
		Last 30 Days- 17
		Last 90 Days- 48

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO TAKE OFF FROM A SMALL LAKE IN HIS FLOAT EQUIPPED AIRPLANE. HE WAS UNABLE TO GAIN SUFFICIENT ALTITUDE TO CLEAR THE OPPOSITE BANK, AND STRUCK THE TERRAIN WITH THE RIGHT MAIN FLOAT. THE AIRPLANE CONTINUED ONTO THE SHORE AND DAMAGED THE LEFT WING. THE PILOT BELIEVES THAT THE PRESENCE OF VARIABLE GUSTY WIND CONDITIONS ADDED TO THE TAKE OFF DISTANCE REQUIRED, AND THAT HE DID NOT ADEQUATELY COMPENSATE FOR THE WIND CONDITIONS.

Brief of Accident (Continued)

File No. - 274

5/18/89

HARDING LAKE, AK

A/C Reg. No. N7761D

Time (Lcl) - 1230 ADT

---

Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. WEATHER CONDITION - GUSTS
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO ADEQUATELY COMPENSATE FOR THE EXISTING WIND CONDITIONS.    A FACTOR RELATED TO  
THE ACCIDENT WAS: THE GUSTY/VARIABLE WIND CONDITION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 268      5/20/89      TOK JUNCTION, AK      A/C Reg. No. N87TS      Time (Lcl) - 1200 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During	-LANDING						

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

Make/Model	- PIPER PA-31	Eng Make/Model	- LYCOMING TIO-540	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 310 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	TOK
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 60.0 SM	Type of Flight Plan	- 07
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 2500/ 50
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 5000	Last 24 Hrs - 8
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 600	Last 30 Days - 50
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 125
		Multi-Eng - 3800	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PILOT & TWO OTHER COMPANY EMPLOYEES WERE ON A LOCAL FLIGHT TO FAMILIARIZE THEMSELVES WITH A NEWLY ACQUIRED PIPER NAVAJO. THE PILOT REPORTED THAT FOLLOWING A SHORT FLIGHT, HE DID NOT CONSULT THE AIRPLANE'S CHECKLIST & FAILED TO LOWER THE LANDING GEAR. THE AIRPLANE LANDED GEAR-UP & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 268

5/20/89

TOK JUNCTION, AK

A/C Reg. No. N87TS

Time (Lcl) - 1200 ADT

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

Finding(s)

1. CHECKLIST - NOT USED - PILOT IN COMMAND
2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO LOWER THE LANDING GEAR FOR LANDING. A FACTOR RELATED TO THE ACCIDENT WAS HIS  
FAILURE TO USE A CHECKLIST.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 267      5/23/89      GREEN ISLAND, AK      A/C Reg. No. N9944V      Time (Lcl) - 0940 ADT

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

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

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

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL O-470	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- FLOAT	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	
Method	- N/A	CORDOVA CITY, AK	
Completeness	- N/A	Destination	
Basic Weather	- VMC	SAME AS ACC/INC	
Wind Dir/Speed	- LIGHT AND VARIABLE	Airport Data	
Visibility	- 20.0 SM	Runway Ident	- N/A
Lowest Sky/Clouds	- 5000 FT SCATTERED	Runway Lth/Wid	- N/A
Lowest Ceiling	- NONE	Runway Surface	- WATER
Obstructions to Vision	- NONE	Runway Status	- WATER - CHOPPY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1350	Last 24 Hrs - 0
SE LAND, SE SEA	Months Since - 1	Make/Model - 3	Last 30 Days - 65
	Aircraft Type - C-185	Instrument - 60	Last 90 Days - 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLOAT EQUIPPED CESSNA 180 AIRPLANE FLIPPED OVER WHILE LANDING NEAR GREEN ISLAND, AK. THE AIR TAXI PILOT WAS FLYING TWO BOAT CREW MEMBERS TO THEIR BOATS ON AN UNSCHEDULED CHARTER FLIGHT. WITNESSES STATED THAT THE AIRPLANE APPEARED TO BE FLARING TO LAND, WHEN IT ENTERED A SLIGHT LEFT TURN & THE LEFT FLOAT "DUG INTO" THE WATER. THE PILOT BELIEVED THE AIRPLANE MAY HAVE ENCOUNTERED A BOAT'S WAKE THAT HE DID NOT SEE BEFORE THE ENCOUNTER. A CREW MEMBER FROM A NEARBY BOAT DROVE INTO THE WATER AND HELPED THE PILOT AND PASSENGERS ESCAPE.



Brief of Accident (Continued)

File No. - 267

5/23/89

GREEN ISLAND, AK

A/C Reg. No. N9944V

Time (Lcl) - 0940 ADT

-----  
Occurrence #1        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
2. UNSUITABLE TERRAIN - SELECTED - 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 was:  
FAILURE OF THE PILOT TO SELECT A SUITABLE LANDING AREA. FACTORS RELATED TO THE ACCIDENT WERE: ROUGH  
WATER CONDITIONS, AND THE PILOT'S LACK OF EXPERIENCE IN THIS MAKE AND MODEL OF AIRCRAFT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 311      5/29/89      KAHILTNA GLAC,AK      A/C Reg. No. N1047F      Time (Lcl) - 1530 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-DOUG GEETING AVIATION	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						3

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

Make/Model	- CESSNA 185F	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/YES
Landing Gear	- SKI/WHEEL	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TALKEETNNA,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4131
SE LAND,ME LAND,SE SEA	Months Since - 10	Make/Model- 900
	Aircraft Type - C-185F	Instrument- 92
		Multi-Eng - 67
		Last 24 Hrs - 4
		Last 30 Days- 88
		Last 90 Days- 119
		Rotorcraft - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A VFR FINAL APPROACH TO A GLACIER THE PILOT ENCOUNTERED A LOW FOG BANK. THE PILOT STATED, "ON SHORT FINAL WITH FULL FLAPS AND A LOADED AIRCRAFT LANDING AT THIS LOCATION, A GO AROUND IS IMPOSSIBLE, I WAS COMMITTED TO LAND. UPON DESCENDING FURTHER I FOUND MYSELF IN A GROUND FOG AND LOST GROUND CONTACT....THE LANDING WAS HARD AND ON A STEEPER PART OF THE GLACIER IN DEEP SNOW AND TO THE LEFT OF THE USUAL TOUCHDOWN POINT." ON LANDING THE GEAR BOXES BROKE, THE RIGHT SKI CAME OFF AND COLLIDED WITH THE RIGHT HORIZONTAL STABILIZER, AND THE PROPELLER CAME OFF THE ENGINE.

Brief of Accident (Continued)

File No. - 311

5/29/89

KAHILTNA GLAC, AK

A/C Reg. No. N1047F

Time (Lcl) - 1530 ADT

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

Finding(s)

1. WEATHER CONDITION - FOG
  2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  4. ABORTED LANDING - NOT POSSIBLE - PILOT IN COMMAND
- 

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

Finding(s)

5. TERRAIN CONDITION - SNOWBANK
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S DECISION TO COMMIT HIMSELF TO A LANDING BEFORE COMPLETING AN EVALUATION OF THE WEATHER IN THE VICINITY  
OF THE LANDING SITE. CONTRIBUTING TO THE SEVERITY OF THE ACCIDENT WAS THE SNOWBANK OFF THE SIDE OF THE RUNWAY  
WITH WHICH THE AIRCRAFT COLLIDED.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 354      5/29/89      ANCHORAGE, AK      A/C Reg. No. N38582      Time (Lcl) - 2120 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MERRILL
Wind Dir/Speed- 230/006 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3999/ 100
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 276
SE LAND	Months Since - 8	Make/Model- 88
	Aircraft Type - C-177	Instrument- 98
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 7
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AFTER TOUCHDOWN ON THE RUNWAY, HE LOST DIRECTIONAL CONTROL OF THE AIRPLANE CAUSING IT TO GROUND LOOP. THE RIGHT WINGTIP AND AILERON WERE DAMAGED.

Brief of Accident (Continued)

File No. - 354

5/29/89

ANCHORAGE, AK

A/C Reg. No. N38582

Time (Lcl) - 2120 ADT

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

Finding(s)

1. TOUCH-AND-GO - ATTEMPTED - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOTS FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT DURING A TOUCH AND GO LANDING WHICH RESULTED IN  
A GROUND LOOP.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 353	5/29/89	ANCHORAGE, AK	A/C Reg. No. N2828P	Time (Lcl) - 1000 ADT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries
		SUBSTANTIAL		Fatal Serious Minor None
Type of Operation -PERSONAL		Fire	Crew	0 0 0 1
Flight Conducted Under -14 CFR 91		NONE	Pass	0 0 0 2
Accident Occurred During -LANDING				
-----Aircraft Information-----				
Make/Model - PIPER PA-22		Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES	
Landing Gear - TAILWHEEL-ALL FIXED		Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2000		Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 3		Rated Power - 150 HP		
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP	
Method - N/A		ANCHORAGE, AK		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		LOCAL		
Wind Dir/Speed- CALM		ATC/Airspace	Runway Ident - N/A	
Visibility - 20.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - N/A	
Lowest Sky/Clouds - 5000 FT SCATTERED		Type of Clearance - NONE	Runway Surface - N/A	
Lowest Ceiling - NONE		Type Apch/Lndg - NONE	Runway Status - N/A	
Obstructions to Vision- NONE				
Precipitation - NONE				
Condition of Light - DAYLIGHT				
-----Personnel Information-----				
Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 138	Last 24 Hrs - 2	
SE LAND	Months Since - 15	Make/Model- 108	Last 30 Days- 10	
	Aircraft Type - C-150	Instrument- 4	Last 90 Days- 20	
		Multi-Eng - 0		
Instrument Rating(s) - NONE				
-----Narrative-----				
THE PLT STATED THAT AT 1,000 FEET MSL THE AIRPLANE ENGINE QUIT. THE PILOT THEN ATTEMPTED AN EMERGENCY LANDING IN TUNDRA ON A GRAVEL BAR WHERE THE AIRPLANE NOSED OVER ON TO ITS BACK. EXAMINATION OF THE ENGINE REVEALED A CRACKED ENGINE CRANKCASE WHICH RESULTED IN A LOSS OF LUBRICATING OIL.				

Brief of Accident (Continued)

File No. - 353

5/29/89

ANCHORAGE, AK

A/C Reg. No. N2828P

Time (Lcl) - 1000 ADT

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKCASE - CRACKED
  2. ENGINE ASSEMBLY, CRANKCASE - FAILURE, TOTAL
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - TUNDRA
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
A CRACK ON THE LEFT SIDE OF THE ENGINE CRANKCASE WHICH RESULTED IN A LOSS OF LUBRICATING OIL AND WHICH FORCED THE PILOT  
TO LAND ON A GRAVEL BAR WHICH RESULTED IN A NOSE OVER DURING LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 334      6/04/89      ANAKTUVUK PASS, AK      A/C Reg. No. N3148M      Time (Lc1) - 1530 ADT

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

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

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320-B2B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1935	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing - FSS		Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON		SAME AS ACC/INC	
Completeness - FULL		Destination	Airport Data
Basic Weather - VMC		BETTLES, AK	
Wind Dir/Speed- 120/005 KTS		ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM		Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED		Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 6000 FT BROKEN		Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE			
Precipitation - NONE			
Condition of Light - DAYLIGHT			

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1028
ME LAND, SE SEA	Months Since - 11	Make/Model- 267
	Aircraft Type - PA-12	Instrument- 52
		Last 24 Hrs - 4
		Last 30 Days- 32
		Last 90 Days- 81
		Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT OCCURRED SHORTLY AFTER TAKEOFF WHEN A DOWNDRAFT WAS ENCOUNTERED WHICH THE PILOT COULD NOT FLY OUT OF. THE GRAVEL BAR USED FOR TAKEOFF WAS SURROUNDED BY MOUNTAINS AND SUBJECTED TO MANY VARIABLES IN WIND. THE PILOT COULD NOT EXPLAIN HOW THE ACFT ENDED UP HEADING IN A DIRECTION OPPOSITE TO TAKEOFF HEADING.



Brief of Accident (Continued)

File No. - 334

6/04/89

ANAKTUVUK PASS, AK

A/C Reg. No. N3148M

Time (Lcl) - 1530 ADT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. WIND INFORMATION - NOT IDENTIFIED - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT FAILED TO ADEQUATELY COMPENSATE FOR DOWNDRAFTS ENCOUNTERED AFTER DEPARTING A GRAVEL BAR THAT WAS SURROUNDED  
BY MOUNTAINOUS TERRAIN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 258      6/12/89      ANCHORAGE, AK      A/C Reg. No. N11GA      Time (Lcl) - 2333 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - DEHAVILLAND DHC-2	Eng Make/Model - P&W R-985	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5030	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WHITTIER, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAKE HOOD SPB
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4540/ 150
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - WATER-CALM
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)
ATP	Current - YES	Total - 4300
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model- 480
	Aircraft Type - DHC-2	Instrument- 130
		Multi-Eng - 1000
		Last 24 Hrs - 2
		Last 30 Days- 10
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AFTER THE FLOAT PLANE TOUCHED DOWN ON THE LAKE, IT VEERED LEFT & STRUCK THE BANK OF THE LAKE.  
THE ACFT CAME TO REST ON TOP OF THE BANK ABOUT 7 FT FROM THE WATER.

Brief of Accident (Continued)

File No. - 258

6/12/89

ANCHORAGE, AK

A/C Reg. No. N11GA

Time (Lcl) - 2333 ADT

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

Finding(s)

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

Occurrence #2      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 was:  
FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL WHICH RESULTED IN AN INADVERTENT GROUND SWERVE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 257      6/16/89      EEK,AK      A/C Reg. No. N32062      Time (Lcl) - 1100 ADT

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	QUINHAGAK,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EEK
Wind Dir/Speed- 060/005 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 50.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 1300/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3000
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - PA-32	Make/Model- 1100
		Last 30 Days- 120
		Instrument- 170
		Last 90 Days- 220
		Multi-Eng - 350

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LANDING, THE RIGHT MAIN GEAR SEPARATED FROM THE ACFT & DAMAGED THE STABILATOR. SUBSEQUENTLY, THE ACFT WAS STOPPED NEAR THE MIDPOINT OF THE RWY WITH THE RIGHT WINGTIP ABOUT 4 FT OFF THE EDGE. AN EXAM REVEALED THE CENTER TORQUE LINK BOLT HAD FAILED & ALLOWED THE OLEO STRUT TO COME LOOSE.

Brief of Accident (Continued)

File No. - 257

6/16/89

EEK,AK

A/C Reg. No. N32062

Time (Lcl) - 1100 ADT

---

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

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,TOTAL
  2. LANDING GEAR,MAIN GEAR - SEPARATION
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FAILURE OF THE CENTER TORQUE LINK BOLT ON THE RIGHT MAIN GEAR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 381      6/30/89      DUFFYS TAVERN, AK      A/C Reg. No. N3200X      Time (Lcl) - 1815 ADT

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

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

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

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

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

<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- 030/005 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">DUFFY'S TAVERN</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 1800/ 40</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND,SE SEA</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 15</p> <p style="padding-left: 20px;">Aircraft Type - C-180</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1350</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 60</td> <td>Last 30 Days- 19</td> </tr> <tr> <td>Instrument- 10</td> <td>Last 90 Days- 126</td> </tr> </table>	Total - 1350	Last 24 Hrs - 1	Make/Model- 60	Last 30 Days- 19	Instrument- 10	Last 90 Days- 126
Total - 1350	Last 24 Hrs - 1							
Make/Model- 60	Last 30 Days- 19							
Instrument- 10	Last 90 Days- 126							

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AFTER LIFTOFF THE AIRCRAFT WOULD NOT "ACCELERATE ENOUGH TO CLEAR 10' TO 12' BRUSH AT END OF STRIP." THE AIRCRAFT CONTACTED THE VEGETATION AND SPUN AROUND BEFORE COMING TO REST FACING THE RUNWAY. THE PILOT ALSO ADDED THAT "THE CONDITION OF THE STRIP PROBABLY WAS THE BIG FACTOR AS THERE WERE SANDY POCKETS THAT SLOWED OUR T.O. RUN."

Brief of Accident (Continued)

File No. - 381

6/30/89

DUFFYS TAVERN, AK

A/C Reg. No. N3200X

Time (Lcl) - 1815 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - SOFT
3. LIFT-OFF - NOT RECEIVED - PILOT IN COMMAND
4. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE SELECTION OF THE SOFT SANDY STRIP FOR TAKEOFF BY THE PILOT AND HIS PREMATURE LIFTOFF COMBINED TO MAKE IT  
IMPOSSIBLE TO ATTAIN CLIMB AIRSPEED BEFORE COLLIDING WITH BUSHES AT THE END OF THE RUNWAY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 382      7/04/89      PORT ALSWORTH, AK      A/C Reg. No. N1512C      Time (Lcl) - 1600 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious

0  
0

Minor  
0  
2

None  
1  
0

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

Make/Model - CESSNA 180  
Landing Gear - AMPHIBIAN  
Max Gross Wt - 2850  
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  
Wind Dir/Speed- 270/005 KTS  
Visibility - 60.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KING SALMON, AK  
Destination  
PALMER, AK

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PORT ALSWORTH  
Runway Ident - 23  
Runway Lth/Wid - 3000/ 100  
Runway Surface - GRAVEL  
Runway Status - DRY

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

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

Age - 49  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 15000  
Make/Model- 2000  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 5  
Last 30 Days- 150  
Last 90 Days- 400  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON FINAL APPROACH TO THE RUNWAY THE ENGINE QUIT. AFTER HITTING THE WATER, THE AIRPLANE NOSED OVER ON ITS BACK. EXAMINATION OF THE FUEL SYSTEM REVEALED A BLOCKED FUEL LINE BETWEEN THE FUEL SELECTOR VALVE AND THE ENGINE.



Brief of Accident (Continued)

File No. - 382

7/04/89

PORT ALSWORTH, AK

A/C Reg. No. N1512C

Time (Lc1) - 1600 ADT

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

Finding(s)

1. FUEL SYSTEM, LINE - BLOCKED(TOTAL)
2. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - WATER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
A BLOCKED FUEL LINE BETWEEN THE FUEL SELECTOR AND THE ENGINE WHICH CAUSED FUEL STARVATION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 272      1/16/89      MONTGOMERY, AL      A/C Reg. No. N623AW      Time (Lcl) - 0910 CST

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

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

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

Make/Model - BEECH A90	Eng Make/Model - P&W PT6A-20	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9300	Engine Type - TURBOPROP	
No. of Seats - 9	Rated Power - 500 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point DOTHAN, AL	
Method - TELEPHONE	Destination	Airport Data
Completeness - WEATHER NOT PERTINENT	SAME AS ACC/INC	DANNELLY FIELD
Basic Weather - VMC	ATC/Airspace	Runway Ident - 27
Wind Dir/Speed- 360/007 KTS	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 9001/ 150
Visibility - 7.0 SM	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Sky/Clouds - N/A	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - 2300 FT OVERCAST	TOUCH AND GO	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 4208
SE LAND, ME LAND	Months Since - 2	Make/Model- 656
GLIDER	Aircraft Type - A90	Instrument- 445
		Multi-Eng - 2140
		Last 24 Hrs - 0
		Last 30 Days- 39
		Last 90 Days- 88

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE THIRD TOUCH AND GO LANDING OF THE TRAINING FLIGHT, THE INSTRUCTOR MOMENTARILY PLACED THE LANDING GEAR HANDLE TO THE UP POSITION WHILE THE AIRPLANE WAS ON THE RUNWAY. THE LEFT MAIN GEAR RETRACTED FOLLOWED BY THE RIGHT. THE AIRPLANE DEPARTED THE RUNWAY TO THE LEFT SIDE AND CAME TO A STOP IN THE GRASS. THE PROCEDURES IN EFFECT AT THE TIME WERE FOR THE INSTRUCTOR TO SET THE FLAPS FOR TAKEOFF AFTER THE STUDENT HAD TOUCHED DOWN.

Brief of Accident (Continued)

File No. - 272

1/16/89

MONTGOMERY, AL

A/C Reg. No. N623AW

Time (Lc1) - 0910 CST

---

Occurrence #1      GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND(CFI)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE INSTRUCTOR PILOT (CFI) INADVERTENTLY ACTUATED THE LANDING GEAR HANDLE TO THE UP POSITION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 201      2/06/89      MISSING ACFT,AO      A/C Reg. No. N6834J      Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - PIPER PA-28-151  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2325  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 7.0 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling - 4000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
JACKSONVILLE,FL  
Destination  
ATLANTIC OCEAN,AO

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 - 17  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

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

Total	- 91	Last 24 Hrs -	0
Make/Model-	0	Last 30 Days-	0
Instrument-	0	Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT AND A STUDENT PILOT ARE REPORTED MISSING. THE STUDENT PILOT'S CAR WAS FOUND AT THE OPERATOR FACILITY AND A SUICIDE NOTE WAS FOUND AT HIS HOUSE. THE PILOT HAD RECENTLY BROKEN UP WITH HIS GIRLFRIEND. HE HAD BEEN TALKING ABOUT SUICIDE FOR SEVERAL YEARS. INJURY AND DAMAGE INDEX PRESUMED.

Brief of Accident (Continued)

File No. - 201

2/06/89

MISSING ACFT,A0

A/C Reg. No. N6834J

Time (Lcl) - UNK/NR

Occurrence #1 MISSING AIRCRAFT  
Phase of Operation UNKNOWN

Finding(s)

1. SUICIDE - INTENTIONAL - PILOT IN COMMAND
2. INTERPERSONAL RELATIONS - PILOT IN COMMAND
3. OTHER PSYCHOLOGICAL CONDITION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S DECISION TO COMMIT SUICIDE. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S INTERPERSONAL RELATIONS AND HIS  
PSYCHOLOGICAL CONDITION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 392      5/29/89      SNOW LAKE, AR      A/C Reg. No. N3092S      Time (Lcl) - 1900 CDT

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

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

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

Make/Model	- AYRES S2R-T34	Eng Make/Model	- P&W PT-6-34AG	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 8000	Engine Type	- TURBOPROP		
No. of Seats	- 1	Rated Power	- 750 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SNOW LAKE, AR</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;">SNOW LAKE</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 3000/ 150</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL, CFI</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 15</p> <p style="padding-left: 20px;">Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 20000</td> <td>Last 24 Hrs</td> <td>- 8</td> </tr> <tr> <td>Make/Model</td> <td>- 2500</td> <td>Last 30 Days</td> <td>- 150</td> </tr> <tr> <td>Instrument</td> <td>- 160</td> <td>Last 90 Days</td> <td>- 250</td> </tr> <tr> <td>Multi-Eng</td> <td>- 1000</td> <td>Rotorcraft</td> <td>- 120</td> </tr> </table>	Total	- 20000	Last 24 Hrs	- 8	Make/Model	- 2500	Last 30 Days	- 150	Instrument	- 160	Last 90 Days	- 250	Multi-Eng	- 1000	Rotorcraft	- 120
Total	- 20000	Last 24 Hrs	- 8															
Make/Model	- 2500	Last 30 Days	- 150															
Instrument	- 160	Last 90 Days	- 250															
Multi-Eng	- 1000	Rotorcraft	- 120															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO TAKEOFF FOR AN AERIAL APPLICATION OPERATION, THE PILOT SAID HE HIT A WATER FILLED HOLE ON THE RUNWAY. THE ACFT VEERED OFF THE RUNWAY AND STRUCK A POLE. BOTH WINGS AND THE EMPENNAGE SUSTAINED SUBSTANTIAL DAMAGE. THE AREA HAD BEEN DELUGED WITH HEAVY RAINS, AND THE HOLE THAT WAS STRUCK WAS WHERE A POLE HAD BEEN REMOVED. THE HEAVY RAINS CAUSED THE SOIL AROUND THE HOLE TO SINK IN AND ENLARGE THE INDENTATION.

Brief of Accident (Continued)

File No. - 392

5/29/89

SNOW LAKE, AR

A/C Reg. No. N3092S

Time (Lcl) - 1900 CDT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
  3. RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL
  4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

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

Finding(s)

5. OBJECT - POLE
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE SELECTION OF UNSUITABLE TERRAIN TO TAKEOFF FROM BY THE PILOT AND THE INADEQUATE RUNWAY MAINTENANCE BY AIRPORT PERSONNEL. CONTRIBUTING TO THE ACCIDENT WAS THE HIDDEN HOLE WHICH THE AIRPLANE CONTACTED RESULTING IN THE PILOT'S INABILITY TO CONTROL THE AIRPLANE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 373      5/30/89      CARLISLE, AR      A/C Reg. No. N4900X      Time (Lcl) - 1345 CDT

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

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

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

Make/Model - ROCKWELL THRUSH S2R	Eng Make/Model - P&W R-1340-AN-14B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 8079	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	CARLISLE, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3064
SE LAND, ME LAND	Months Since - 19	Last 24 Hrs - UNK/NR
	Aircraft Type - B-23R	Make/Model- 2500
		Last 30 Days- 100
		Instrument- 98
		Last 90 Days- 281
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT STATED THAT SHORTLY AFTER TAKEOFF THE ENGINE QUIT. THE PILOT ATTEMPTED TO DUMP THE LOAD HE HAD ONBOARD AND ATTEMPTED AN EMERGENCY LANDING IN A RICE FIELD. DURING THE FORCED LANDING THE MAIN GEAR COLLAPSED AND THE HOPPER AND BOTH WINGS WERE DAMAGED. EXAMINATION OF THE ENGINE REVEALED THAT THE NUMBER 9 CYLINDER HAD CRACKED.



Brief of Accident (Continued)

File No. - 373

5/30/89

CARLISLE, AR

A/C Reg. No. N4900X

Time (Lcl) - 1345 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CRACKED
2. LOAD JETTISON - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE ENGINE FAILED DUE TO A CRACKED CYLINDER AND THE PILOT WAS FORCED TO ATTEMPT A LANDING IN A RICE FIELD WHERE THE  
GEAR COLLAPSED.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 234      1/22/89      SHOW LOW,AZ      A/C Reg. No. N8162W      Time (Lcl) - 1755 MST

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

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

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SHOW LOW
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 75
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 16
	Months Since - N/A	Make/Model- 16
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 4
		Last 90 Days- .15
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT LOST DIRECTIONAL CONTROL OF THE AIRPLANE DURING THE TAKEOFF ROLL. THE STUDENT PILOT STATED THAT SHE HAD SUCCESSFULLY COMPLETED HER SECOND TOUCH AND GO LANDING AND WAS BEGINNING HER THIRD TAKEOFF, WHEN SHE REMEMBERED THAT SHE STILL HAD THE AIRPLANE IN A FULL FLAP CONFIGURATION. SHE STATED THAT SHE ADDED POWER TO CONTINUE THE TAKEOFF AND LOST DIRECTIONAL CONTROL OF THE AIRPLANE WHEN SHE REACHED DOWN TO RETRACT THE FLAPS. THE AIRPLANE VEERED LEFT OF CENTERLINE, DEPARTED THE RUNWAY AND COLLIDED WITH A DIRT BANK. THE STUDENT PILOT STATED THAT SHE MAY HAVE STEPPED ON THE LEFT RUDDER AS SHE TRIED TO RETRACT THE FLAPS. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE DURING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 234

1/22/89

SHOW LOW, AZ

A/C Reg. No. N8162W

Time (Lcl) - 1755 MST

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

Finding(s)

1. RAISING OF FLAPS - DELAYED - PILOT IN COMMAND
  2. RUDDER - INADVERTENT USE - PILOT IN COMMAND
  3.        DIVERTED ATTENTION - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5.        LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
DELAYED RETRACTION OF FLAPS AND THE INADVERTENT APPLICATION OF LEFT RUDDER DUE TO DIVERSION OF ATTENTION RESULTING  
IN THE AIRPLANE'S DEPARTURE FROM THE RUNWAY. A CONTRIBUTING FACTOR WAS THE INEXPERIENCE OF THE STUDENT PILOT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 215      2/06/89      PHOENIX,AZ      A/C Reg. No. N2912R      Time (Lcl) - 0900 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	MINOR	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-LANDING	NONE	Pass 0	1	4	0

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

Make/Model	- CAMERON BALLOONS A-140	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- UNK/NR	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 2800	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	PHOENIX,AZ	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed		- N/A
Visibility	ATC/Airspace	Runway Lth/Wid
- 45.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
- 20000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Runway Status
Obstructions to Vision	- STRAIGHT-IN	- N/A
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total - 234
	Months Since	- 21	Make/Model- 74
FREE BALLOON	Aircraft Type	- AX-7-77	Instrument- 0
			Last 24 Hrs - 1
			Last 30 Days- 10
			Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SIGHTSEEING FLIGHT, AFTER TAKEOFF, THE WINDS INCREASED. THE PILOT PREPARED FOR A HIGH WIND LANDING AND BRIEFED THE PASSENGERS. THE BASKET IMPACTED THE GROUND, TIPPED AND WAS DRAGGED FOR SEVERAL FEET BEFORE COMING TO REST. ONE PASSENGER SUSTAINED SERIOUS INJURIES AS A RESULT OF THE HARD LANDING. A WITNESS REPORTED THAT THE WINDS WERE STRONG PRIOR TO TAKEOFF.

Brief of Accident (Continued)

File No. - 215

2/06/89

PHOENIX,AZ

A/C Reg. No. N2912R

Time (Lcl) - 0900 MST

---

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. WEATHER CONDITION - GUSTS
  3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  4. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2            HARD LANDING  
Phase of Operation      LANDING

---

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT DISPLAYED POOR PREFLIGHT PLANNING AND PREPARATION BY NOT PROPERLY EVALUATING THE WEATHER CONDITIONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 358      2/12/89      GREEN VALLEY,AZ      A/C Reg. No. N5496B      Time (Lcl) - 1655 MST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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	TUCSON,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 290/018 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 70.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 17000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 26
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT, THE STUDENT PILOT INITIALLY REPORTED, THE AIRPLANE COLLIDED WITH A BIRD. THE PILOT REPORTED THAT THE RUDDER CONTROL WAS NOT OPERATING AND DURING THE FORCED LANDING ON A HIGHWAY THE AIRPLANE COLLIDED WITH A TRANSMISSION WIRE. IT WAS POINTED OUT THAT THERE WAS NO EVIDENCE OF A BIRD STRIKE. THE PILOT THEN CHANGED HIS STORY AND STATED THAT HE COLLIDED WITH A PARACHUTIST. THERE WAS NO REPORT OF A MISSING PERSON OR INCIDENT IN THE AREA. THE PILOT THEN STATED THAT THE AIRPLANE COLLIDED WITH SOMETHING. A ROUND GOUGE WAS FOUND ON THE TOP ONE THIRD OF THE VERTICAL STABILIZER. THE STABILIZER WAS BENT SLIGHTLY TO THE LEFT SIDE AND PARTIALLY JAMMED THE MOVEMENT OF THE RUDDER. THE STUDENT PILOT WAS CARRYING A PASSENGER WHO STATED THAT HE WAS ASLEEP AND HAD NO KNOWLEDGE OF THE ACCIDENT THE STUDENT PILOT DID NOT FILE AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 358

2/12/89

GREEN VALLEY, AZ

A/C Reg. No. N5496B

Time (Lcl) - 1655 MST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2.    PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3.        LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE STUDENT PILOT DISPLAYED POOR JUDGEMENT IN NOT MAINTAINING PROPER ALTITUDE. A FACTOR CONTRIBUTING TO THE ACCIDENT  
WAS THE PILOT'S OVERALL LACK OF EXPERIENCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 227      3/05/89      CHANDLER,AZ      A/C Reg. No. N25620      Time (Lcl) - 1140 MST

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRSTRIP
Method - N/A		CHANDLER,AZ	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		LOCAL	U OF A AG STRIP
Wind Dir/Speed- 120/007 KTS			Runway Ident - 17
Visibility - 50.0 SM	ATC/Airspace		Runway Lth/Wid - 5100/ 100
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Flight Plan - NONE		Runway Surface - DIRT
Lowest Ceiling - NONE	Type of Clearance - NONE		Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN		
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)
COMMERCIAL,CFI	Current - YES	Total - 1341
SE LAND,ME LAND	Months Since - 11	Make/Model- 542
	Aircraft Type - PA-28	Instrument- 70
		Multi-Eng - 15
		Last 24 Hrs - 3
		Last 30 Days- 113
		Last 90 Days- 291

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT WHILE ON FINAL APPROACH TO A DIRT STRIP AND PRACTICING A SIMULATED ENGINE OUT EMERGENCY PROCEDURE THE AIRPLANE ENCOUNTERED A HIGH SINK RATE. THE PILOT WAS UNABLE TO PREVENT THE AIRPLANE FROM COLLIDING WITH TREES. THE PILOT REPORTED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS OF THE AIRPLANE. THE LEFT WING STRUCK THE GROUND FIRST AND THE LANDING GEAR COLLAPSED AS THE ACFT SLID SIDEWAYS.



Brief of Accident (Continued)

File No. - 227

3/05/89

CHANDLER, AZ

A/C Reg. No. N25620

Time (Lc1) - 1140 MST

Occurrence #1      UNDERSHOOT  
Phase of Operation      APPROACH

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED -
2. WEATHER CONDITION - DOWNDRAFT
3. PROPER DESCENT RATE - NOT MAINTAINED - DUAL STUDENT
4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND(CFI)
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

6. OBJECT - TREE(S)

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE INSTRUCTOR PILOT TO PROPERLY EVALUATE THE WEATHER CONDITIONS RESULTING IN AN ENCOUNTER WITH AN  
UNANTICIPATED DOWNDRAFT CONDITION AND FAILURE OF THE STUDENT PILOT TO MAINTAIN A PROPER DESCENT RATE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 232      3/24/89      PHOENIX,AZ      A/C Reg. No. N60KB      Time (Lcl) - 1220 MST

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

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

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

Make/Model - NAVAL AIRCRAFT FACTORY N3N-3	Eng Make/Model - WRIGHT O-760	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PLEASANT VALLEY
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 25
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4700
SE LAND,ME LAND,SE SEA	Months Since - 6	Make/Model- 4
	Aircraft Type - 2-33	Instrument- 119
		Multi-Eng - 381
		Last 24 Hrs - 5
		Last 30 Days- 57
		Last 90 Days- 248

Instrument Rating(s) - NONE

-----Narrative-----

AT THE BEGINNING OF A PLEASURE FLIGHT, THE PILOT REPORTED THAT HE DEPARTED THE RUNWAY USING A THREE POINT TAKEOFF. WHEN THE AIRPLANE BECAME AIRBORNE, THE ANGLE OF ATTACK WAS EXTREMELY HIGH. THE PILOT WAS UNABLE TO LOWER THE NOSE WHICH RESULTED IN THE AIRPLANE STALLING. THE RIGHT WING DROPPED AND THE AIRPLANE COLLIDED WITH THE TERRAIN. AFTER THE ACCIDENT IT WAS NOTED THAT THE FRONT SEATBELT WAS TIED TO THE CONTROL STICK IN THE AFT POSITION. THE PILOT STATED THAT HE MUST HAVE OVERLOOKED IT DURING THE PREFLIGHT.

Brief of Accident (Continued)

File No. - 232

3/24/89

PHOENIX,AZ

A/C Reg. No. N60KB

Time (Lc1) - 1220 MST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLT CONTROL SYST,ELEVATOR CONTROL - MOVEMENT RESTRICTED
3. CONTROL INTERFERENCE - NOT IDENTIFIED - PILOT IN COMMAND
4. PROPER CLIMB RATE - EXCEEDED -
5. STALL - UNCONTROLLED -

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
LOSS OF CONTROL DUE TO INADEQUATE PREFLIGHT AND CONTROL INTERFERENCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 298      3/28/89      MESA,AZ      A/C Reg. No. N7592U      Time (Lcl) - 1906 MST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MESA,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 220/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	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 - DUSK		

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

Pilot-In-Command	Age - 34	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 244
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 105
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPRTD THAT DURING FLT, SOMETHING SUDDENLY SMASHED THE WINDSHIELD. HE SAID HE TEMPORARILY LOST CONTROL OF THE ACFT, THEN REGAINED IT AT LOW ALTITUDE. HE WAS HAVING TROUBLE MAINTAINING ALTITUDE & OPTED TO MAKE AN EMERGENCY LANDING IN A PICNIC AREA. DURING THE LANDING, THE ACFT COLLIDED WITH A TREE & A FENCE POST. AN INSPN OF THE ACFT REVEALED NO EVIDENCE OF A BIRD STRIKE. HOWEVER, THERE WAS AN INDENTATION THAT RAN ALONE THE LEADING EDGE OF THE LEFT WIND & ACROSS THE WINDSHIELD. THERE WAS NO RPRTD TRANSMISSION WIRE DAMAGE, BUT WITNESSES IN THE AREA RPRTD SEEING AN ACFT FLYING AT LOW LEVEL.

Brief of Accident (Continued)

File No. - 298      3/28/89      MESA,AZ

A/C Reg. No. N7592U

Time (Lc1) - 1906 MST

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

Finding(s)

1. LIGHT CONDITION - DUSK
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
  4. OBJECT - WIRE,TRANSMISSION
  5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  7. OBJECT - TREE(S)
  8. OBJECT - FENCE POST
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
INADEQUATE VISUAL LOOKOUT BY THE PILOT, AND HIS FAILURE TO MAINTAIN THE PROPER ALTITUDE. FACTORS RELATED  
TO THE ACCIDENT WERE: THE PILOT'S LACK OF VISUAL PERCEPTION AT DUSK, THE TRANSMISSION LINE, AND THE OBSTRUCTIONS  
(TREE & FENCE) IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 300      4/20/89      HOLLBROOK,AZ      A/C Reg. No. N12428      Time (Lcl) - 1731 MST

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

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

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

Make/Model - WACO QCF	Eng Make/Model - CONTINENTAL W-670-6A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 220 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CAREFREE,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HOLLBROOK,AZ	HOLLBROOK
Wind Dir/Speed- 225/025 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6700/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2470
SE LAND,ME LAND,SE SEA	Months Since - 6	Last 24 Hrs - 3
	Aircraft Type - 35	Make/Model- 72
		Last 30 Days- 14
		Instrument- 133
		Last 90 Days- 33
		Multi-Eng - 1811

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING, THE AIRPLANE MADE A THREE POINT TOUCHDOWN. A GUST OF WIND CAUGHT THE AIRPLANE WHICH BECAME AIRBORNE. THE PILOT ATTEMPTED TO RELAND, HOWEVER, THE LANDING WAS HARD AND THE AIRPLANE BOUNCED. THE PILOT ADDED FULL POWER WHEN THE AIRPLANE BEGAN TO GROUND LOOP. UNABLE TO MAINTAIN CONTROL, THE AIRPLANE EXITED THE RUNWAY INTO A SANDY AREA. THE PILOT REPORTED THAT THERE WERE NO MECHANICAL DIFFICULTIES WITH THE AIRPLANE AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 300

4/20/89

HOLLBROOK, AZ

A/C Reg. No. N12428

Time (Lcl) - 1731 MST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE DUE TO GUSTING WIND CONDITIONS. THE PILOT DID  
NOT ADEQUATELY CORRECT THE SITUATION BEFORE THE AIRPLANE TRAVELED INTO SOFT TERRAIN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 347      5/14/89      YOUNG,AZ      A/C Reg. No. N88778      Time (Lcl) - 1405 MST

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

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

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

Make/Model	- CESSNA R172E	Eng Make/Model	- CONTINENTAL IO-360-D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 210 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	PHOENIX,AZ	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	PLEASANT VALLEY
Wind Dir/Speed	- 240/010 KTS		Runway Ident
Visibility	- 30.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- 27
Lowest Ceiling	- NONE	Type of Clearance	- 3900/ 32
Obstructions to Vision	- NONE	Type Apch/Lndg	- DIRT
Precipitation	- NONE		Runway Status
Condition of Light	- DAYLIGHT		- DRY

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 218
SE LAND	Months Since - 11	Make/Model	- 134
	Aircraft Type - UNK/NR	Instrument	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- 2
		Last 90 Days	- 22

Instrument Rating(s) - NONE

-----Narrative-----

ON SHORT FINAL THE ACFT DRIFTED OFF CENTERLINE ALIGNMENT. THE PLT ATTEMPTED TO CORRECT FOR THE DRIFT, HOWEVER, THE ACFT CONTINUED TO DRIFT AND COLLIDED WITH A TREE NEAR THE EDGE OF THE RWY. THE PLT SUBSEQUENTLY LOST CONTROL OF THE ACFT AND IT COLLIDED WITH THE TERRAIN. THE AIRSTRIP IS A RESTRICTED DIRT STRIP WHICH IS APRX 32 FT WIDE. THE PLT REPORTED THAT THE TREE WAS 20 FT FROM THE CENTERLINE OF THE AIRSTRIP.



Brief of Accident (Continued)

File No. - 347

5/14/89

YOUNG,AZ

A/C Reg. No. N88778

Time (Lcl) - 1405 MST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  3. OBJECT - TREE(S)
- 

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 was:  
THE PILOTS DECISION TO LAND AT THE RESTRICTED AIRPORT WHICH HAD A TREE LOCATED 20 FEET FROM THE CENTERLINE OF THE  
RUNWAY AND HIS FAILURE TO MAINTAIN PROPER ALIGNMENT WITH THE CENTERLINE ONCE HE MADE THE DECISION TO LAND THERE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 359      5/31/89      TUBA CITY,AZ      A/C Reg. No. N987GM      Time (Lc1) - 2215 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 135	ON GROUND	Pass 0	0	0	3
Accident Occurred During -LANDING					

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

Make/Model - BEECH E-90	Eng Make/Model - P&W PT6A-28	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10100	Engine Type - TURBOPROP	
No. of Seats - 7	Rated Power - 550 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FLAGSTAFF,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TUBA CITY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 19
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4475/ 52
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 4445
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 4
	Aircraft Type - E-90	Make/Model- 260
		Instrument- 190
		Last 30 Days- 30
		Last 90 Days- 79
		Multi-Eng - 514

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT 15 MINUTES PRIOR TO ARRIVAL HE NOTIFIED THE HOSPITAL AND ASKED THEM TO CHECK THE RUNWAY. AS HE ENTERED DOWNWIND SECURITY ADVISED HIM OF ANIMALS ON THE RUNWAY SO HE CIRCLED UNTIL THEY CALLED BACK STATING IT WAS CLEAR. JUST AS THE AIRPLANE WAS TOUCHING DOWN, TWO HORSES BEGAN TO CROSS THE RUNWAY. THE PILOT ATTEMPTED TO GO-AROUND; HOWEVER, THE AIRPLANE CONTACTED BOTH ANIMALS AND THE PILOT ELECTED TO ABORT THE GO-AROUND. THE LEFT MAIN LANDING GEAR COLLAPSED AND THE AIRPLANE SLID TO A STOP. A POST CRASH FIRE IGNITED AND WAS EXTINGUISHED SHORTLY THEREAFTER. THE LANDING WAS BEING MADE DURING DARK NIGHT CONDITIONS.

Brief of Accident (Continued)

File No. - 359

5/31/89

TUBA CITY, AZ

A/C Reg. No. N987GM

Time (Lc1) - 2215 MST

Occurrence #1 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. OBJECT - ANIMAL(S)
3. AIRPORT OPERATIONS - IMPROPER - AIRPORT PERSONNEL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THAT GROUND PERSONNEL DID NOT PROPERLY CLEAR THE RUNWAY OF ANIMALS PRIOR TO REPORTING TO THE PILOT THAT IT WAS CLEAR  
TO LAND.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 225      1/04/89      LONG BEACH, CA      A/C Reg. No. N93114      Time (Lcl) - 1416 PST

----Basic Information----

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

----Aircraft Information----

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT
Method - N/A		SAME AS ACC/INC	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		LOCAL	LONG BEACH
Wind Dir/Speed- 170/007 KTS		ATC/Airspace	Runway Ident - 25R
Visibility - 8.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 6192/ 200
Lowest Sky/Clouds - 2500 FT SCATTERED		Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 12000 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 - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 31
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 17
		Last 30 Days- 5
		Instrument- 0
		Last 90 Days- 19

Instrument Rating(s) - NONE

----Narrative----

DURING A LOCAL SUPERVISED SOLO FLIGHT, THE STUDENT PILOT OF A CESSNA 152 WAS ON HIS THIRD AND FINAL SUPERVISED SOLO LANDING, WHEN HE LOST CONTROL OF THE AIRPLANE AS HE TRIED TO EXIT THE RUNWAY. HE STATED THAT ON HIS LANDING ROLLOUT HE TRIED TO EXIT THE RUNWAY AT INTERSECTION WITH RWY 16L, BUT THE AIRPLANE'S SPEED WAS TOO FAST. HE HEAVILY APPLIED THE BRAKES, LOST CONTROL OF THE AIRPLANE AND NOSED OVER. THERE WAS NO REPORTED MECHANICAL MALFUNCTION OR FAILURE OF THE AIRPLANE.

Brief of Accident (Continued)

File No. - 225

1/04/89

LONG BEACH, CA

A/C Reg. No. N93114

Time (Lcl) - 1416 PST

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
  3.        LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE EXCESSIVE SPEED WHICH THE PILOT WAS MAINTAINING AND HIS IMPROPER OPERATION OF THE BRAKE SYSTEM. CONTRIBUTING TO  
THE ACCIDENT WAS THE INEXPERIENCE OF THE STUDENT PILOT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 226      1/07/89      ALTURAS,CA      A/C Reg. No. N3857Q      Time (Lcl) - 1155 PST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D2G	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 - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ALTURAS
Wind Dir/Speed- 120/004 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4300/ 50
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - TOUCH AND GO	Runway Status - SNOW - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 935
SE LAND	Months Since - 2	Make/Model- 836
	Aircraft Type - C-172	Instrument- 79
		Last 24 Hrs - 1
		Last 30 Days- 36
		Last 90 Days- 113

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT WHILE DOING TOUCH AND GO LANDINGS, ON A RUNWAY LIGHTLY COVERED WITH SNOW, HE LOST CONTROL OF THE AIRPLANE. THE AIRPLANE DRIFTED OFF THE RUNWAY TO THE LEFT INTO ABOUT ONE FOOT OF SNOW AND NOSED OVER. THERE WERE NO REPORTED MECHANICAL MALFUNCTIONS OR FAILURES OF THE AIRPLANE.

Brief of Accident (Continued)

File No. - 226

1/07/89

ALTURAS,CA

A/C Reg. No. N3857Q

Time (Lc!) - 1155 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
  2. TERRAIN CONDITION - SNOW COVERED
- 

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

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE INSTRUCTOR PILOT TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE ON THE SNOW-COVERED RUNWAY,  
RESULTING IN A NOSE-OVER WHEN THE AIRPLANE CONTINUED OFF THE RUNWAY INTO DEEPER SNOW.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 293      1/18/89      HUNTINGTON BCH,CA      A/C Reg. No. N58072      Time (Lcl) - 1256 PST

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

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

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

Make/Model - BOEING A75	Eng Make/Model - CONTINENTAL R-670-6A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 220 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HUNTINGTON BEACH
Wind Dir/Speed- VARIABLE/010 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2330/ 36
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4483
SE LAND,SE SEA	Months Since - 17	Make/Model- 875
	Aircraft Type - A75	Instrument- 96
		Multi-Eng - 1200
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 5
		Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HALF WAY THROUGH THE TAKEOFF ROLL, THE WIND DRAMATICALLY CHANGED FROM A PREVAILING HEADWIND TO A TAILWIND. HE EXTENDED HIS TAKEOFF ROLL TO GAIN MORE AIRSPEED. DURING THE INITIAL CLIMB, THE PILOT NOTED THAT THE AIRPLANE WAS AT 68 KNOTS INDICATED AIRSPEED AND THAT HE DID NOT HAVE SUFFICIENT RUNWAY REMAINING TO ABORT THE TAKEOFF. THE TAKEOFF WAS CONTINUED. SUBSEQUENTLY, THE AIRPLANE HIT A TREE & CRASHED INTO A BRICK WALL. THREE WITNESSES STATED THAT THE WIND SHIFTED TO A TAILWIND AS THE AIRPLANE WAS TAKING OFF. NO PRE-ACDNT MALFUNCTION OR FAILURE OF THE AIRPLANE WAS REPORTED.



Brief of Accident (Continued)

File No. - 293

1/18/89

HUNTINGTON BCH,CA

A/C Reg. No. N58072

Time (Lcl) - 1256 PST

-----  
Occurrence #1            ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
- 

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

Finding(s)

3. OBJECT - TREE(S)
- 

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

-----

Occurrence #4            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      OTHER

Finding(s)

4. OBJECT - WALL/BARRICADE
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S INADEQUATE EVALUATION OF THE WEATHER, AND THE SUDDEN WIND SHIFT THAT WAS ENCOUNTERED DURING  
TAKEOFF. THE TREES & WALL WERE RELATED FACTORS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 235      1/30/89      NOVATO, CA      A/C Reg. No. N985BY      Time (Lcl) - 1915 PST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>NAPA, CA</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>GROSS FIELD</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 3300/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND</p>	<p>Age - 28</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1600</p> <p>Make/Model- 175</p> <p>Instrument- 110</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- 53</p> <p>Last 90 Days- 92</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE ENGINE LOST POWER. THE AIRPLANE ROLLED OFF THE RUNWAY ONTO A TAXIWAY. THE PILOT ATTEMPTED TO RESTART BUT THE ENGINE BACKFIRED. THE PILOT OBSERVED FLAMES IN THE ENGINE COMPARTMENT AND POSITIONED THE MIXTURE CONTROL TO IDLE CUTOFF AND CONTINUED TO CRANK THE ENGINE. THE FLAMES CONTINUED TO GROW IN INTENSITY AND SUBSEQUENTLY DESTROYED THE AIRPLANE.

Brief of Accident (Continued)

File No. - 235

1/30/89

NOVATO, CA

A/C Reg. No. N985BY

Time (Lcl) - 1915 PST

-----  
Occurrence #1        LOSS OF ENGINE POWER  
Phase of Operation    LANDING - ROLL

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        FIRE  
Phase of Operation    STANDING - ENGINE(S) NOT OPERATING  
-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FIRE IN THE ENGINE COMPARTMENT AREA FOR UNDETERMINED REASONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 336      2/03/89      BAYLESS, CA      A/C Reg. No. N6569K      Time (Lcl) - 1200 PDT

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

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

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

Make/Model	- SCHWEIZER G-164C	Eng Make/Model	- P&W PT6A-34	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 8000	Engine Type	- TURBOPROP		
No. of Seats	- 1	Rated Power	- 750 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	GLENN, CA	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	PRIVATE
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	Type of Clearance	- N/A
Lowest Ceiling	Type Apch/Lndg	- DIRT
Obstructions to Vision	- FORCED LANDING	Runway Status
Precipitation		- DRY
Condition of Light		

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 9000	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 16	Make/Model - 5000	Last 30 Days - 100
HELICOPTER	Aircraft Type - C-310Q	Instrument - 0	Last 90 Days - 350
		Multi-Eng - 700	Rotorcraft - 500

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT, N6569K EXPERIENCED A TOTAL LOSS OF ENGINE POWER. FLAMES AND PIECES OF METAL WERE OBSERVED COMING FROM THE ENGINE EXHAUST PIPE OF THE PRATT & WHITNEY PT6A TURBINE ENGINE. THE PILOT INITIATED A FORCED LANDING. DURING THE LANDING ROLL, THE LANDING GEAR COLLAPSED AND THE AIRPLANE COLLIDED WITH THE TERRAIN. DURING POST ACCIDENT INVESTIGATION THE ENGINE WAS DISASSEMBLED AND IT WAS FOUND THAT A PIECE FROM ONE OF THE TURBINE BLADES SEPARATED AND DAMAGED THE REMAINING TURBINE ASSEMBLIES DOWN STREAM.

Brief of Accident (Continued)

File No. - 336

2/03/89

BAYLESS,CA

A/C Reg. No. N6569K

Time (Lcl) - 1200 PDT

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

Finding(s)

1. TURBINE ASSEMBLY,TURBINE BLADE - SEPARATION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

2. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE DEPARATION OF A TURBINE BLADE FOLLOWED BY A FORCED LANDING DURING WHICH THE LANDING GEAR COLLAPSED DUE TO  
OVERLOAD FORCES.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 236      2/04/89      SANTA YNEZ, CA      A/C Reg. No. N98564      Time (Lcl) - 1045 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TORRANCE, CA	
Completeness - PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather - IMC	SAN LUIS OBISPO, CA	Runway Ident - N/A
Wind Dir/Speed- 260/050 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Surface - DIRT
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Status - WET
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	HIGH VEGETATION
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 936
SE LAND, ME LAND	Months Since - 11	Make/Model - 85
	Aircraft Type - C-210	Instrument - 271
		Multi-Eng - 109
		Last 24 Hrs - UNK/NR
		Last 30 Days - 3
		Last 90 Days - 41
		Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CROSS COUNTRY FLIGHT, IN IMC, THE AIRPLANE SUDDENLY BEGAN TO DESCEND AT 2000 FPM. THE PILOT REPORTED THAT HE PULLED BACK ON THE YOKE UNTIL THE AIRPLANE STALLED, THEN PUSHED FORWARD ON THE YOKE TO REGAIN AIRSPEED. THE PILOT REPEATED THIS PROCEDURE THREE TIMES WITH THE AIRPLANE STILL DESCENDING IN AN ATTEMPT TO FLY OUT OF THE DOWNDRAFT CONDITION. DURING THE FOURTH ATTEMPT, THE AIRPLANE ENTERED A SPIN. THE PILOT WAS ABLE TO REGAIN CONTROL APRX 200 FT AGL. AT THIS TIME THE PILOT COULD SEE THE GROUND AND INITIATED A FORCED LANDING. DURING THE LANDING ROLL IN AN OPEN FIELD, THE AIRPLANE COLLIDED WITH ROUGH TERRAIN. THE PILOT HAD OBTAINED A LIMITED WEATHER BRIEFING FROM THE AUTOMATED WEATHER ANSWERING SERVICE.

Brief of Accident (Continued)

File No. - 236

2/04/89

SANTA YNEZ, CA

A/C Reg. No. N98564

Time (Lcl) - 1045 PST

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN FLIGHT WEATHER ADVISORIES - NOT USED - PILOT IN COMMAND

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

Finding(s)

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

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT TO OBTAIN AN ADEQUATE PREFLIGHT WEATHER BRIEFING OR TO OBTAIN INFLIGHT WEATHER ADVISORY  
INFORMATION, AND THE FAILURE OF THE PILOT TO MAINTAIN FLYING SPEED WHILE DESCENDING IN A DOWNDRAFT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 214      2/14/89      ADALANTO,CA      A/C Reg. No. N8923T      Time (Lc1) - 1600 PST

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

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

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

Make/Model - CESSNA 182C	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SANTA MONICA,CA	SUN HILL RANCH
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5300/ 90
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1083
SE LAND	Months Since - 1	Last 24 Hrs - 6
	Aircraft Type - C-182C	Make/Model- 269
		Last 30 Days- 26
		Instrument- 28
		Last 90 Days- 71

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF GROUND RUN, THE AIRPLANE TRAVELLED TWO TO THREE FEET OFF CENTERLINE. THE PILOT DID NOT CORRECT THE SITUATION WHEN THE AIRPLANE SUDDENLY VEERED SHARPLY TO THE LEFT. THE NOSE WHEEL COLLAPSED AND THE AIRPLANE NOSED OVER. AFTER THE PILOT AND PASSENGERS EVACUATED THE AIRPLANE, THE PILOT NOTED THAT THE LEFT WING HAD CONTACTED A SMALL TREE ON THE SIDE OF THE ROAD THAT HE DID NOT SEE DURING TAKEOFF. THE PILOT SAID HE WAS USING A ROAD NEXT TO THE RUNWAY AND INDICATED THAT HE HAD HURRIED HIS DEPARTURE.



Brief of Accident (Continued)

File No. - 214

2/14/89

ADALANTO,CA

A/C Reg. No. N8923T

Time (Lcl) - 1600 PST

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

Finding(s)

1. OBJECT - TREE(S)
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. INATTENTIVE - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE OVER  
Phase of Operation TAKEOFF - GROUND RUN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT WAS INATTENTIVE, DID NOT MAINTAIN PROPER ALIGNMENT WITH THE RUNWAY AND DID NOT MAINTAIN AN ADEQUATE VISUAL  
LOOKOUT DURING TAKEOFF.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 224      3/05/89      FULLERTON, CA      A/C Reg. No. N777ML      Time (Lcl) - 1800 PST

-----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      - BELLANCA 17-31ATC  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3000  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-540-K1E5  
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      - NWS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 7.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
SANTA MARIA, CA  
Destination  
FULLERTON, CA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

FULLERTON  
Runway Ident      - 24  
Runway Lth/Wid      - 3121/      75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 30

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 740  
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-----

DURING THE LANDING ROLL, THE PILOT REPORTED THAT THE BRAKES WERE NOT EFFECTIVE. THE AIRPLANE TRAVELLED OFF THE RUNWAY AND COLLIDED WITH THE AIRPORT BOUNDARY FENCE. THE BRAKES WERE INSPECTED AND TESTED AFTER THE ACCIDENT AND FOUND TO OPERATE NORMALLY.

Brief of Accident (Continued)

File No. - 224

3/05/89

FULLERTON, CA

A/C Reg. No. N777ML

Time (Lc1) - 1800 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

2. OBJECT - FENCE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL DURING THE LANDING ROLL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 299      3/12/89      WATSONVILLE, CA      A/C Reg. No. N42005      Time (Lcl) - 1345 PST

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

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

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

Make/Model - CESSNA 182L	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE AIRSTRIP
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 82	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 330
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APPROACH TO LAND, THE AIRPLANE COLLIDED WITH A WIND SOCK POLE. THE PILOT LOST CONTROL OF THE AIRPLANE AND IT COLLIDED WITH THE TERRAIN. THERE WAS NO REPORTED PREIMPACT FAILURE OR MALFUNCTION OF THE AIRPLANE.

Brief of Accident (Continued)

File No. - 299

3/12/89

WATSONVILLE,CA

A/C Reg. No. N42005

Time (Lcl) - 1345 PST

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

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
  2. OBJECT - AIRPORT FACILITY
  3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S IMPROPERLY PLANNED APPROACH, AND HIS FAILURE TO MAINTAIN CLEARANCE FROM THE WIND SOCK POLE.  
THE PROXIMITY OF THE WIND SOCK (ARPT FACILITY) WAS CONSIDERED TO BE A RELATED FACTOR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 223	3/15/89	CORONA, CA	A/C Reg. No. N131AT	Time (Lcl) - 1730 PST
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----Basic Information----

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

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----Aircraft Information----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 417 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/007 KTS</p> <p>Visibility - 19.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>CORONA</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>COMMERCIAL,CFI</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - H-269C</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1809</td> <td>Last 24 Hrs - 6</td> </tr> <tr> <td>Make/Model- 93</td> <td>Last 30 Days- 111</td> </tr> <tr> <td>Instrument- 1</td> <td>Last 90 Days- 323</td> </tr> <tr> <td></td> <td>Rotorcraft - 1429</td> </tr> </table>	Total - 1809	Last 24 Hrs - 6	Make/Model- 93	Last 30 Days- 111	Instrument- 1	Last 90 Days- 323		Rotorcraft - 1429
Total - 1809	Last 24 Hrs - 6									
Make/Model- 93	Last 30 Days- 111									
Instrument- 1	Last 90 Days- 323									
	Rotorcraft - 1429									

Instrument Rating(s) - NONE

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----Narrative----

DURING A INSTRUCTIONAL FLIGHT, THE FLIGHT INSTRUCTOR DIRECTED THE STUDENT TO MAKE A NORMAL TAKEOFF. THE INSTRUCTOR WAS FOLLOWING THE STUDENT ON THE CONTROLS WHEN THE STUDENT SUDDENLY MOVED THE CYCLIC TO THE LEFT. THE HELICOPTER STARTED TO ROLL TO THE LEFT. THE INSTRUCTOR COULD NOT OVERPOWER THE STUDENT AND REGAIN CONTROL BEFORE THE HELICOPTER ROLLED OVER ON ITS LEFT SIDE. THERE WERE NO NOTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE HELICOPTER.

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Brief of Accident (Continued)

File No. - 223

3/15/89

CORONA, CA

A/C Reg. No. N131AT

Time (Lcl) - 1730 PST

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

Finding(s)

1. CYCLIC - IMPROPER USE OF - DUAL STUDENT
2. RELINQUISHING OF CONTROL - NOT PERFORMED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2      ROLL OVER  
Phase of Operation      TAKEOFF

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
IMPROPER OPERATION OF THE CYCLIC BY THE STUDENT PILOT, FAILURE OF THE STUDENT TO RELINQUISH CONTROL AND INADEQUATE  
SUPERVISION BY THE FLIGHT INSTRUCTOR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 230      3/17/89      MALIBU, CA      A/C Reg. No. N8784F      Time (Lcl) - 1750 PST

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

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

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

Make/Model - HUGHES 269A	Eng Make/Model - LYCOMING HIO-360-B1A	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED		
No. of Seats - 2	Rated Power - 180 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SANTA MONICA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2850
ME LAND	Months Since - 15	Make/Model- 280
HELICOPTER	Aircraft Type - H-369C	Instrument- 46
		Multi-Eng - 225
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 2575

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN, THE PILOT REMAINED IN THE HELICOPTER FOR SHUTDOWN PROCEDURES. BEFORE THE ROTOR BLADES HAD STOPPED THE PASSENGER, WITH THE HELP OF A PERSON OUTSIDE, EXITED THE HELICOPTER. BEFORE CLEAR OF THE MAIN ROTOR BLADES, THE PASSENGER RAISED HER HAND. THE ROTOR CONTACTED HER LEFT HAND AND AMPUTATED HER THUMB AND INDEX FINGER.



Brief of Accident (Continued)

File No. - 230

3/17/89

MALIBU, CA

A/C Reg. No. N8784F

Time (Lcl) - 1750 PST

Occurrence #1 PROPELLER/ROTOR CONTACT TO PERSON  
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. PASSENGER BRIEFING - NOT FOLLOWED - PASSENGER
2. PROPER ASSISTANCE - INADEQUATE - OTHER PERSON

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PASSENGER TO FOLLOW BRIEFED PROCEDURES AND THE FAILURE OF GROUND PERSONNEL TO PROVIDE ADEQUATE ASSISTANCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 229      3/21/89      FULLERTON, CA      A/C Reg. No. N84435      Time (Lcl) - 1440 PST

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

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

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

Make/Model      - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/YES
Landing Gear      - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 2150	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 4	Rated Power      - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	FULLERTON, CA	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	FULLERTON
Wind Dir/Speed- 160/008 KTS	ATC/Airspace	Runway Ident      - 24
Visibility      - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid      - 3121/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance      - IFR	Runway Surface      - ASPHALT
Lowest Ceiling      - NONE	Type Apch/Lndg      - FORCED LANDING	Runway Status      - DRY
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current      - YES	Total      - 2173
SE LAND,ME LAND	Months Since - 2	Make/Model- 230
	Aircraft Type - UNK/NR	Instrument- 106
		Multi-Eng - 73
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 140

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE INITIAL CLIMB THE ENGINE LOST POWER. A FORCED LANDING WAS MADE ON A RESIDENTIAL STREET. INSPECTION OF THE AIRPLANE AFTER THE ACCIDENT REVEALED THAT THE LEFT FUEL TANK WAS NEARLY EMPTY. THE RIGHT FUEL TANK CONTAINED APPROXIMATELY 10 GALLONS. THE FUEL SELECTOR HAD BEEN POSITIONED TO THE LEFT TANK FOR DEPARTURE.

Brief of Accident (Continued)

File No. - 229

3/21/89

FULLERTON, CA

A/C Reg. No. N84435

Time (Lcl) - 1440 PST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
2. SUPERVISION - POOR - PILOT IN COMMAND(CFI)
3. FUEL TANK SELECTOR POSITION - IMPROPER - DUAL STUDENT
4. FLUID, FUEL - 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 - WIRE, TRANSMISSION

Occurrence #4      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 was:  
ENGINE FAILURE DUE TO FUEL STARVATION, THE SELECTION OF THE IMPROPER FUEL TANK BY THE STUDENT; AND POOR SUPERVISION  
BY THE INSTRUCTOR. CONTRIBUTING TO THE CAUSE OF THE ACCIDENT WAS AN INADEQUATE PREFLIGHT OF THE AIRPLANE BY THE DUAL  
STUDENT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 231      3/24/89      OCEANSIDE, CA      A/C Reg. No. N63229      Time (Lcl) - 0830 PST

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

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

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">OCEANSIDE</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 3061/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 4</p> <p style="padding-left: 20px;">Aircraft Type - PA-34</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 1200</p> <p style="padding-left: 20px;">Make/Model- UNK/NR</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- UNK/NR</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN INSTRUCTIONAL FLIGHT, JUST AFTER LIFTOFF, THE STUDENT PILOT ALLOWED THE AIRPLANE TO DRIFT OFF CENTERLINE. THE INSTRUCTOR TRIED TO TAKE CONTROL FROM THE STUDENT WHO WOULD NOT RELINGUISH CONTROL. WHEN THE STUDENT DID RELINGUISH CONTROL, THE AIRPLANE HAD DRIFTED OFF THE RUNWAY AND IT COLLIDED WITH A HANGAR.

Brief of Accident (Continued)

File No. - 231

3/24/89

OCEANSIDE,CA

A/C Reg. No. N63229

Time (Lcl) - 0830 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DUAL STUDENT
3. RELINQUISHING OF CONTROL - NOT PERFORMED - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

5. OBJECT - BUILDING(NONRESIDENTIAL)

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE STUDENT PILOT TO COMPENSATE ADEQUATELY FOR WIND CONDITIONS AND TO RELINQUISH THE FLIGHT CONTROLS  
TO THE INSTRUCTOR. CONTRIBUTING TO THE ACCIDENT WAS INADEQUATE SUPERVISION BY THE INSTRUCTOR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 294      3/31/89      EUREKA, CA      A/C Reg. No. N96642      Time (Lcl) - 1400 PST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/007 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MURRAY FIELD</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 3000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 130
SE LAND	Months Since - 12	Make/Model- 4
	Aircraft Type - C-152	Instrument- 2
		Last 24 Hrs - 0
		Last 30 Days- 1
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

AS THE PLT WAS PRACTICING A TOUCH-&-GO LANDING, THE ACFT TOUCHED DOWN HARD & BOUNCED SEVERAL TIMES BEFORE THE PLT REGAINED CONTROL. THE AIRPLANE WAS TAXIED BACK TO THE PARKING RAMP, WHERE PROPELLER DAMAGE WAS DISCOVERED.

Brief of Accident (Continued)

File No. - 294

3/31/89

EUREKA, CA

A/C Reg. No. N96642

Time (Lcl) - 1400 PST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S IMPROPER FLARE DURING THE LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 233      4/01/89      BERMUDA DUNES,CA      A/C Reg. No. N61315      Time (Lcl) - 1115 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 360/030 KTS  
Visibility      - 30.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BERMUDA DUNES,CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 63  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - C-150

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

Total	- 1699	Last 24 Hrs	- 2
Make/Model-	1400	Last 30 Days-	26
Instrument-	UNK/NR	Last 90 Days-	52
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A BANNER TOW OPERATION, TWO BANNERS WERE SET ON THE GROUND FOR PICKUP. JUST PRIOR TO PICKUP BY ONE OF THE AIRPLANES, A GUST OF WIND BLEW ONE BANNER ON TOP OF THE OTHER. THE AIRPLANE PICKED UP BOTH BANNERS WITHOUT THE PILOT KNOWING. THE GROUND PERSONNEL NOTIFIED THE PILOT WHO STARTED A TURN BACK TO THE AIRPORT TO RELEASE THE BANNERS. HOWEVER, THE PILOT COULD NOT MAINTAIN ALTITUDE. THE PILOT RELEASED THE BANNERS AT LOW ALTITUDE AND SPEED AND WAS UNABLE TO CLIMB. THE PILOT OPTED TO LAND THE AIRPLANE IN AN OPEN FIELD. DURING THE LANDING ROLL, THE AIRPLANE COLLIDED WITH A FENCE AND NOSED OVER.



Brief of Accident (Continued)

File No. - 233

4/01/89

BERMUDA DUNES, CA

A/C Reg. No. N61315

Time (Lcl) - 1115 PST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB  
1. PROPER ASSISTANCE - INADEQUATE - COMPANY/OPERATOR MGMT  
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED -  
3. LOAD JETTISON - DELAYED - 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 - FENCE  
-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
IMPROPER ASSISTANCE BY GROUND PERSONNEL WHO INADVERTENTLY OVERLOADED THE AIRPLANE AND THE PILOT'S DELAY IN  
JETTISONING THE LOAD.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 297      4/01/89      HEMET,CA      A/C Reg. No. N82756      Time (Lcl) - 1500 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - BLANIK L-13  
Landing Gear - HULL  
Max Gross Wt - 1102  
No. of Seats - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

HEMET-RYAN  
Runway Ident - 22  
Runway Lth/Wid - 2045/ 20  
Runway Surface - ASPHALT  
Runway Status - DRY

Wind Dir/Speed- 220/010 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND  
GLIDER

Age - 71

Biennial Flight Review

Current - YES  
Months Since - 8  
Aircraft Type - L-13

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 625	Last 24 Hrs -	UNK/NR
Make/Model-	58	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE RGT WING OF BLANIK L-13, N82756, HIT THE LEFT WING OF ANOTHER GLIDER (LS-1), WHICH WAS PARKED NEAR THE RGT EDGE OF THE RWY, AS THE BLANIK WAS STARTING TO BE LAUNCHED BEHIND A TOW PLANE. ACCORDING TO THE WING WALKER, HE HAD HOOKED THE TOW ROPE TO THE BLANIK & WAS LIFTING THE (RGT) WING, WHEN HE REALIZED THE LS-1 WAS TOO CLOSE TO THE RWY. HE SAID HE PUT THE WING DOWN & SHOUTED FOR A RELEASE AS HE HAD BEEN TAUGHT, BUT THE BLANIK PLT FANNED THE RUDDER TO SIGNAL THE TOW PLT FOR THE LAUNCH TO BEGIN. ACCORDING TO THE BLANIK PLT, THE WING WALKER HAD RAISED THE WING (A SIGNAL TO BGN THE LAUNCH), THEN TRIED TO STOP THE LAUNCH, BUT DID NOT USE THE PROPER "CUT" SIGNAL. SUBSEQUENTLY, THE LAUNCH BEGAN & THE BLANIK VEERED SLIGHTLY RGT & HIT THE LS-1 BEFORE THE BLANIK PLT RELEASED THE TOW ROPE.

Brief of Accident (Continued)

File No. - 297

4/01/89

HEMET, CA

A/C Reg. No. N82756

Time (Lcl) - 1500 PST

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

Finding(s)

1. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
2. CREW/GROUP COORDINATION - INADEQUATE - GROUND PERSONNEL
3. OBJECT - AIRCRAFT PARKED
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
INADEQUATE CREW COORDINATION BETWEEN THE GROUND LINEMAN AND THE BLANIK PILOT, AND FAILURE OF THE BLANIK  
PILOT TO MAINTAIN CLEARANCE BETWEEN HIS AIRCRAFT AND THE PARKED GLIDER. A FACTOR RELATED TO THE ACCIDENT  
WAS THE PROXIMITY OF THE PARKED GLIDER TO THE RUNWAY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 357      4/03/89      LOS ANGELES, CA      A/C Reg. No. N645US      Time (Lcl) - 0117 PDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier -PIEDMONT AIRLINES	NONE					
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 121	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -STANDING			0	1	0	8
				1	1	211

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

Make/Model - BOEING 767-201	Eng Make/Model - G.E. CF6-80C2	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 351000	Engine Type - TURBOJET	
No. of Seats - 221	Rated Power - 45000 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - UNK/NR	LOS ANGELES, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BALTIMORE, MD	LOS ANGELES
Wind Dir/Speed- 260/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 47	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 17500
SE LAND, ME LAND	Months Since - 4	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 7
		Last 30 Days- 50
		Last 90 Days- 100
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DUE TO THE SUSPICIOUS BEHAVIOR OF A PASSENGER THAT ELECTED TO DEPLANE BEFORE THE FLIGHT DEPARTED AND WAS LATER QUESTIONED BY AUTHORITIES, THE CAPTAIN ELECTED TO RETURN AND LAND. DURING AN EMERGENCY EVACUATION, THE FIRST OFFICER OPTED TO EVACUATE THE AIRPLANE VIA THE EMERGENCY ROPE LOCATED IN THE COCKPIT. THE FIRST OFFICER DID NOT FULLY EXTEND THE ROPE FROM THE STOWED POSITION. WHEN HIS WEIGHT WAS PUT ON THE ROPE IT UNRAVELLED RAPIDLY. THE FIRST OFFICER WAS UNABLE TO HANG ON AND DROPPED TO THE GROUND SUSTAINING SERIOUS INJURY. ONE OTHER PASSENGER BROKE HER ANKLE DURING THE EVACUATION.

Brief of Accident (Continued)

File No. - 357

4/03/89

LOS ANGELES, CA

A/C Reg. No. N645US

Time (Lcl) - 0117 PDT

-----  
Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation STANDING - ENGINE(S) NOT OPERATING

Finding(s)  
1. EQUIPMENT, OTHER - IMPROPER USE OF - COPILOT/SECOND PILOT  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FIRST OFFICER DID NOT PROPERLY EVACUATE THE AIRPLANE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 295      4/04/89      SALINAS, CA

A/C Reg. No. N59973

Time (Lcl) - 1557 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
0

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

Make/Model      - PIPER PA-31-350  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 7000  
No. of Seats      - 2

Eng Make/Model      - LYCOMING TIO-540-J2BD  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 350 HP

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

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

Weather Data

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

Itinerary

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

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

SALINAS  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 22  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type - PA-31

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

Total	-	1897	Last 24 Hrs	-	2
Make/Model-		85	Last 30 Days-		40
Instrument-		224	Last 90 Days-		160
Multi-Eng	-	798			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF, THE PILOT'S ATTENTION WAS DIVERTED TO SET THE TRANSPONDER. SUBSEQUENTLY, THE AIRPLANE WENT OFF THE TAXIWAY & COLLIDED WITH A PARKED UNOCCUPIED AIRPLANE.

Brief of Accident (Continued)

File No. - 295

4/04/89

SALINAS, CA

A/C Reg. No. N59973

Time (Lcl) - 1557 PST

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO MAINTAIN PROPER TAXIWAY ALIGNMENT, WHEN HE DIVERTED HIS ATTENTION, WHILE TAXIING.  
THE LOCATION OF THE PARKED AIRCRAFT WAS A RELATED FACTOR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 303 4/09/89 TAFT,CA

A/C Reg. No. N4602L

Time (Lc1) - 1230 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

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

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

ELT Installed/Activated - 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- 280/010 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  
HAYWARD,CA  
Destination  
SAN DIEGO,CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 25  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 231  
Make/Model- 171  
Instrument- 17  
Multi-Eng - 28  
Last 24 Hrs - 5  
Last 30 Days- 47  
Last 90 Days- 130

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT, THE ENGINE LOST POWER. THE PILOT INITIATED A FORCED LANDING ON A DRY LAKE BED. DURING THE LANDING ROLL, THE AIRPLANE NOSED OVER. THE ENGINE WAS INSPECTED WITH NO MECHANICAL OR MALFUNCTIONS NOTED. THE ENGINE WAS ALSO STARTED AND WAS FOUND TO OPERATE NORMALLY. SURFACE TEMP WAS REPORTED AS 77 DEGS AND DEWPOINT WAS 53 DEGS.



Brief of Accident (Continued)

File No. - 303

4/09/89

TAFT, CA

A/C Reg. No. N4602L

Time (Lcl) - 1230 PST

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

Finding(s)

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

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3            NOSE OVER  
Phase of Operation      LANDING - ROLL

-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOTS IMPROPER USE OF CARBURETOR HEAT IN WEATHER CONDITIONS WHICH WERE CONDUCTIVE TO THE FORMATION OF CARBURETOR  
ICE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 379      4/11/89      CHINO, CA      A/C Reg. No. N24807      Time (Lcl) - 0100 PST

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	RIVERSIDE, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- IMC	FULLERTON, CA	Runway Ident
Wind Dir/Speed	- 230/004 KTS	ATC/Airspace	- N/A
Visibility	- 2.500 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 500 FT PART OBS	Type of Clearance	- N/A
Lowest Ceiling	- 500 FT	Type Apch/Lndg	- N/A
Obstructions to Vision	- FOG		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 23	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 150      Last 24 Hrs - 1
SE LAND	Months Since - 3	Make/Model	- 7      Last 30 Days - 47
	Aircraft Type - UNK/NR	Instrument	- 28      Last 90 Days - 105

Instrument Rating(s) - NONE

-----Narrative-----

DURING A NIGHT CROSS COUNTRY FLIGHT, THE AIRPLANE COLLIDED WITH HILLY TERRAIN IN A NEAR WINGS LEVEL ATTITUDE. WEATHER IN THE AREA AT THE TIME OF THE ACCIDENT WAS INSTRUMENT METEOROLOGICAL CONDITIONS. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS FOUND DURING THE ENGINE INSPECTION. THE PILOT DOES NOT REMEMBER THE CIRCUMSTANCES OF THE ACCIDENT. THE PILOT DID HOWEVER REPORT THAT HE CONTACTED THE HAWTHORNE FLIGHT SERVICE STATION BY TELEPHONE AT 2300 HOURS ON 4/10/89 AND THE SPECIALIST REPORTED THAT FULLERTON WAS VFR. A REVIEW OF THE TAPES AT HAWTHORNE FSS DID NOT REVEAL ANY CALLS MADE BY THE PILOT OF N24807.

Brief of Accident (Continued)

File No. - 379

4/11/89

CHINO, CA

A/C Reg. No. N24807

Time (Lcl) - 0100 PST

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

Finding(s)

1. WEATHER CONDITION - OBSCURATION
  2. WEATHER CONDITION - FOG
  3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
- 

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

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  7. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO OBTAIN AN APPROPRIATE WEATHER BRIEFING IN PREPARATION FOR THE CROSS COUNTRY FLIGHT AND HIS  
FAILURE TO MAINTAIN AN ALTITUDE SUFFICIENT TO CLEAR THE TERRAIN ALONG THE INTENDED ROUTE AFTER ENTERING REDUCED  
VISIBILITY CONDITIONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 313      4/14/89      BOLINAS, CA      A/C Reg. No. N14490      Time (Lcl) - 1155 PDT

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

Type Operating Certificate-EXTERNAL LOAD

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 133  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
1  
0

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

Make/Model      - HILLER UH-12D  
Landing Gear      - SKID  
Max Gross Wt      - 2750  
No. of Seats      - 3

Eng Make/Model      - LYCOMING VO-540-C2A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 305 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      - 315/014 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

HELICOPTER

Age      - 40

Biennial Flight Review

Current      - YES

Months Since      - 13

Aircraft Type      - BH-205

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 4164      Last 24 Hrs      - 2

Make/Model      - 215      Last 30 Days      - 32

Instrument      - 167      Last 90 Days      - 32

Rotorcraft      - 4164

Instrument Rating(s)      - HELICOPTER

-----Narrative-----

DURING AN EXTERNAL LOAD OPERATION, THE ENGINE LOST POWER. THE PILOT AUTOROTATED INTO A SURF TIDAL POOL RESULTING IN A HARD LANDING. THE PILOT REPORTED THAT THE HELICOPTER RAN OUT OF FUEL. THE PILOT STATED THAT HE NORMALLY 'STAKED' THE FUEL TANKS BEFORE APPROXIMATELY 95% OF HIS FLIGHTS BUT INDICATED THAT HE DID NOT CHECK THE FUEL LEVEL BEFORE THIS FLIGHT. HE ALSO INDICATED THAT BOTH THE FUEL GAUGE AND THE CLOCK IN THE AIRCRAFT WERE NOT WORKING PROPERLY PRIOR TO THE FLIGHT.

Brief of Accident (Continued)

File No. - 313

4/14/89

BOLINAS,CA

A/C Reg. No. N14490

Time (Lcl) - 1155 PDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND

Occurrence #2            FORCED LANDING  
Phase of Operation       DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION - PERFORMED -

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

Finding(s)

6. TERRAIN CONDITION - WATER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S POOR PREFLIGHT PLANNING IN THAT HE DID NOT ACCURATELY ACCOUNT FOR THE FUEL ON BOARD THE AIRCRAFT AS A  
BASIS FOR FUEL CONSUMPTION CALCULATIONS THEREBY CAUSING THE ENGINE TO STOP PRODUCING POWER BECAUSE OF A LACK OF FUEL.  
CONTRIBUTING TO THE ACCIDENT WAS THE INACCURATE FUEL GAUGE AND CLOCK IN THE AIRCRAFT THAT THE PILOT WAS AWARE OF  
BEFORE THE FLIGHT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 302      4/16/89      SANTA PAULA, CA      A/C Reg. No. N84745      Time (Lcl) - 1030 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
2  
0

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

Make/Model - AERONCA 7AC  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1220  
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65-8  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 050/003 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling - 1500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

SANTA PAULA  
Runway Ident - 04  
Runway Lth/Wid - 2650/ 40  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 28  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1762  
Make/Model- 72  
Instrument- 63  
Multi-Eng - 444  
Last 24 Hrs - 4  
Last 30 Days- 133  
Last 90 Days- 274

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ENGINE SUDDENLY LOST POWER. THE PILOT INITIATED AN EMERGENCY LANDING OFF THE END OF THE RUNWAY. DURING THE LANDING ROLL, THE AIRPLANE COLLIDED WITH THE HIGH VEGETATION DAMAGING THE RIGHT WING, LANDING GEAR, AND FUSELAGE. THE ENGINE WAS TORN DOWN AND INSPECTED. NO MECHANICAL FAILURES OR MALFUNCTIONS WERE FOUND. WEATHER CONDITIONS WERE TEMPERATURE 60 DEGS, DEWPOINT 40 DEGS.

Brief of Accident (Continued)

File No. - 302

4/16/89

SANTA PAULA, CA

A/C Reg. No. N84745

Time (Lc1) - 1030 PST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

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

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOTS IMPROPER USE OF CARBURETOR HEAT IN CONDITIONS THAT WERE CONDUCIVE TO THE FORMATION OF CARBURETOR ICE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 301      4/18/89      FRESNO, CA      A/C Reg. No. N1490T      Time (Lcl) - 1655 PDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	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	VACAVILLE, CA	SIERRA SKYPARK
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2920/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 414
SE LAND	Months Since - UNK/NR	Make/Model- 244
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - 1
		Last 30 Days- 8
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

JUST AFTER LIFTOFF, THE PILOT REPORTED THAT THE AIRPLANE FELT MUSHY AND THAT IT WOULD STALL. THE PILOT OPTED TO ABORT THE TAKEOFF AND MADE A FORCED LANDING IN A FIELD. DURING THE LANDING ROLL, THE AIRPLANE COLLIDED WITH A FENCE POLE. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE AT THE TIME OF THE ACCIDENT.



Brief of Accident (Continued)

File No. - 301

4/18/89

FRESNO, CA

A/C Reg. No. N1490T

Time (Lc1) - 1655 PDT

-----  
Occurrence #1           FORCED LANDING  
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
- 

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

Finding(s)

3. OBJECT - FENCE POST
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S INFLIGHT DECISION TO ABORT THE TAKEOFF AND LAND IN A FIELD. CONTRIBUTING TO THE ACCIDENT WAS THE FENCE  
POST THAT THE AIRCRAFT COLLIDED WITH DURING THE LANDING ROLL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 314      4/22/89      AVALON, CA      A/C Reg. No. N97169      Time (Lcl) - 1545 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  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model      - STINSON 108  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2150  
No. of Seats      - 4

Eng Make/Model      - FRANKLIN 6A4-150-B3  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 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  
CHINO, CA  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

CATALINA  
Runway Ident      - 22  
Runway Lth/Wid      - 3240/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 39  
Biennial Flight Review  
Current      - YES  
Months Since      - 19  
Aircraft Type - 108

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 2000
Make/Model-	350
Instrument-	8
Last 24 Hrs -	1
Last 30 Days-	3
Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APPROACH THE AIRPLANE ENCOUNTERED A DOWNDRAFT. THE AIRPLANE LOST ALTITUDE AND THE PILOT OPTED TO GO-AROUND. A RIGHT TURN WAS MADE, DURING WHICH THE AIRPLANE LOST MORE ALTITUDE AND COLLIDED WITH THE TERRAIN. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE AT THE TIME OF THE ACCIDENT. THE PILOT OF CESSNA THAT LANDED IMMEDIATELY BEFORE N97169 STATED THAT THE UNICOM OPERATOR REPORTED POSSIBLE DOWNDRAFTS ON FINAL APPROACH. WHILE ON FINAL THE PILOT DID ENCOUNTER THESE DOWNDRAFTS BUT WAS ABLE TO LAND SUCCESSFULLY.

Brief of Accident (Continued)

File No. - 314

4/22/89

AVALON, CA

A/C Reg. No. N97169

Time (Lc1) - 1545 PDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
  2. PLANNED APPROACH - POOR - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  4. GO-AROUND - DELAYED - PILOT IN COMMAND
  5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S INADEQUATE COMPENSATION FOR THE DOWNDRAFTS HE ENCOUNTERED AND THE DELAY IN HIS DECISION TO PERFORM A  
GO-AROUND.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 352      4/25/89      TRAVIS AFB, CA      A/C Reg. No. N151D      Time (Lcl) - 2000 PDT

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

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

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

Make/Model	- NORTH AMERICAN P-51D	Eng Make/Model	- PACKARD V-1650-7	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 10500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 1500 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	VACAVILLE, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	TRAVIS AFB
Wind Dir/Speed	- 250/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- 21R
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Clearance	- 11000/ 300
Lowest Ceiling	- 25000 FT OVERCAST	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 1107
SE LAND	Months Since - 2	Make/Model	- 55
	Aircraft Type - C-172	Instrument	- 6
		Last 24 Hrs	- 2
		Last 30 Days	- 5
		Last 90 Days	- 9

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PILOT EXTENDED THE LANDING GEAR FOR LANDING, THE LEFT MAIN GEAR DID NOT FULLY EXTEND. DURING THE LANDING, THE LEFT MAIN GEAR COLLAPSED. DURING THE POST CRASH INVESTIGATION, THE AIRPLANE WAS LIFTED ONTO SUPPORTS, THE GEAR WAS EXTENDED AND RETRACTED BY USE OF THE GEAR MECHANISM. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 352

4/25/89

TRAVIS AFB,CA

A/C Reg. No. N151D

Time (Lcl) - 2000 PDT

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

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE LEFT MAIN LANDING GEAR FAILING TO FULLY EXTEND FOR UNDETERMINED REASONS RESULTING IN ITS COLLAPSING DURING LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 312      4/25/89      CHINO, CA      A/C Reg. No. N6073W      Time (Lcl) - 1430 PDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHINO
Wind Dir/Speed- 240/013 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3856/ 150
Lowest Sky/Clouds - 5000 FT THIN BKN	Type of Clearance - VFR	Runway Surface - DIRT
Lowest Ceiling - 5000 FT	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 76
SE LAND	Months Since - 3	Make/Model- 71
	Aircraft Type - PA-28	Instrument- 2
		Last 24 Hrs - 0
		Last 30 Days- 2
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL FLIGHT PRACTICING TOUCH AND GO LANDINGS, THE ENGINE LOST POWER WHILE ON FINAL APPROACH. UPON LANDING, THE AIRCRAFT COLLIDED WITH ROUGH TERRAIN DAMAGING THE NOSE GEAR, PROPELLER, AND FUSELAGE. INSPECTION OF THE WRECKAGE REVEALED THAT THE LEFT FUEL TANK CONTAINED FIVE GALLONS OF FUEL. THE RIGHT TANK CONTAINED ONE GALLON. THE AIRPLANE HAD BEEN OPERATING OFF OF THE RIGHT TANK PRIOR TO THE LOSS OF POWER. THE PILOT STATED THAT FUEL GAUGES AND A VISUAL CHECK LEAD TO CONCLUSION THAT THE ACFT HAD APRX 1 HOUR ON EACH FUEL TANK.

Brief of Accident (Continued)

File No. - 312

4/25/89

CHINO, CA

A/C Reg. No. N6073W

Time (Lcl) - 1430 PDT

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

Finding(s)

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

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT DID NOT ADEQUATELY PREFLIGHT THE AIRPLANE TO DETERMINE FUEL QUANTITY NOR DID HE ACCURATELY CALCULATE THE FUEL CONSUMPTION. IN ADDITION, HE FAILED TO POSITION THE FUEL SELECTOR TO THE FULLEST TANK WHICH RESULTED IN FUEL STARVATION TO THE ENGINE ON FINAL APPROACH TO THE RUNWAY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 384      4/26/89      SALINAS, CA      A/C Reg. No. N169HA      Time (Lcl) - 1100 PST

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

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

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

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540-C2A	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 3	Rated Power - 305 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7576
SE LAND, ME LAND	Months Since - 13	Last 24 Hrs - 5
HELICOPTER	Aircraft Type - PA-28	Make/Model- 1500
		Last 30 Days- 38
		Instrument- UNK/NR
		Last 90 Days- 104
		Multi-Eng - UNK/NR
		Rotorcraft - 5500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT, THE ENGINE RPM INCREASED AND THE ROTOR RPM DECREASED. THE PILOT AUTOROTATED TO AN OPEN FIELD WHERE AFTER TOUCHDOWN, THE MAIN ROTOR BLADES SEVERED THE TAIL BOOM. INSPECTION OF THE ENGINE REVEALED THAT THE TORSION COUPLING WAS SEPARATED IN THE MAIN ROTOR DRIVE SYSTEM.



Brief of Accident (Continued)

File No. - 384

4/26/89

SALINAS, CA

A/C Reg. No. N169HA

Time (Lc1) - 1100 PST

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

Finding(s)

1. ROTOR DRIVE SYSTEM - SEPARATION
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

2. TERRAIN CONDITION - OPEN FIELD
  3. MISC ROTORCRAFT, TAIL BOOM - SHEARED
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE SEPARATION OF THE TORSION COUPLING IN THE MAIN ROTOR DRIVE SYSTEM.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 351      4/29/89      RAMONA, CA      A/C Reg. No. N6220L      Time (Lcl) - 1400 PDT

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

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

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

Make/Model - GREAT LAKES 2T-1A-2	Eng Make/Model - LYCOMING AEIO-360-B1G6	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1580	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

-----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- 270/006 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 - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">RAMONA</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 4000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 24</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 391</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 96</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 72</td> <td>Last 90 Days- 10</td> </tr> </table>	Total - 391	Last 24 Hrs - 1	Make/Model- 96	Last 30 Days- UNK/NR	Instrument- 72	Last 90 Days- 10
Total - 391	Last 24 Hrs - 1							
Make/Model- 96	Last 30 Days- UNK/NR							
Instrument- 72	Last 90 Days- 10							

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING TO THE RUNWAY, A GREAT LAKES COLLIDED WITH A CESSNA 172 THAT WAS PARKED IN THE RUNUP AREA. THE PILOT OF THE GREAT LAKES REPORTED THAT HE WAS SEATED IN THE REAR SEAT AND FORWARD VISIBILITY IS RESTRICTED. THE GREAT LAKES COLLIDED WITH THE RIGHT REAR OF THE CESSNA.

Brief of Accident (Continued)

File No. - 351

4/29/89

RAMONA, CA

A/C Reg. No. N6220L

Time (Lc1) - 1400 PDT

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOTS FAILURE TO MAINTAIN AN ADEQUATE VISUAL LOOKOUT DURING TAXI TO TAKEOFF WHICH RESULTED IN A COLLISION WITH  
ANOTHER AIRCRAFT THAT WAS PARKED IN THE RUNUP AREA.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 351      4/29/89      RAMONA, CA      A/C Reg. No. N31303      Time (Lcl) - 1400 PDT

-----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 -STANDING		Other	0	0	0
					1
					1
					1

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

Make/Model - CESSNA 172E	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RAMONA
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2999
SE LAND	Months Since - 13	Make/Model- 40
GYROPLANE ,GLIDER	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 9
		Rotorcraft - 49

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING TO THE RUNWAY, A GREAT LAKES COLLIDED WITH A CESSNA 172 THAT WAS PARKED IN THE RUNUP AREA. THE PILOT OF THE GREAT LAKES REPORTED THAT HE WAS SEATED IN THE REAR SEAT AND FORWARD VISIBILITY IS RESTRICTED. THE GREAT LAKES COLLIDED WITH THE CESSNA FROM THE RIGHT REAR.

Brief of Accident (Continued)

File No. - 351

4/29/89

RAMONA, CA

A/C Reg. No. N31303

Time (Lcl) - 1400 PDT

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Occurrence #1        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
  2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT OF THE OTHER AIRCRAFT DID NOT MAINTAIN AN ADEQUATE VISUAL LOOKOUT AND COLLIDED WITH THIS CESSNA THAT WAS  
PARKED IN THE RUNUP AREA.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 348      4/30/89      SIERRAVILLE, CA      A/C Reg. No. N3169V      Time (Lcl) - 1640 PDT

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

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

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

Make/Model - BEECH 35	Eng Make/Model - CONTINENTAL E-185-8	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 206 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/012 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 8000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>DAVIS, CA</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>SIERRAVILLE</p> <p>Runway Ident - 03</p> <p>Runway Lth/Wid - 3260/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 187
SE LAND	Months Since - 5	Make/Model- 13
	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - 4
		Last 30 Days- 13
		Last 90 Days- 88

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE WINDS WERE OUT OF 210 DEGREES AT 12 KTS. A WITNESS OBSERVED THE AIRCRAFT APPROACHING RUNWAY 03 LOW AND FAST. SHE STATED THAT THE MAIN GEAR HAD JUST TOUCHED DOWN ON THE RUNWAY WHEN A GUST OF WIND FROM THE RIGHT LIFTED THE RIGHT WING. THE PILOT PULLED THE NOSE UP IN WHAT APPEARED TO BE A GO AROUND, HOWEVER, THE WING STALLED AND CONTACTED THE RUNWAY. THE PILOT REPORTED ENCOUNTERING A SEVERE DOWNDRAFT WHILE ON FINAL APPROACH, ADDING FULL POWER AND ENCOUNTERING ANOTHER DOWNDRAFT BEFORE COLLIDING WITH THE RUNWAY.

Brief of Accident (Continued)

File No. - 348

4/30/89

SIERRAVILLE, CA

A/C Reg. No. N3169V

Time (Lcl) - 1640 PDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - RUNWAY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S ATTEMPT TO LAND DOWNWIND ON THE RUNWAY AND THE INABILITY TO ATTAIN A CLIMB AFTER ABORTING THE LANDING  
WHICH RESULTED IN A STALL AND UNCONTROLLED DESCENT INTO THE GROUND.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 349      5/07/89      IMPERIAL, CA      A/C Reg. No. N30678      Time (Lcl) - 2000 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

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

Eng Make/Model - CONTINENTAL TSIO-520-H3A      ELT Installed/Activated - YES/NO  
Number Engines - 1      Stall Warning System - YES  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 260/005 KTS  
Visibility      - 30.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
CALEXICO, CA  
Destination  
IMPERIAL, CA

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - VFR  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

IMPERIAL  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - 5304/ 100  
Runway Surface      - DIRT  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 34

Biennial Flight Review

Current      - YES  
Months Since      - 2  
Aircraft Type - C-210T

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 356	Last 24 Hrs	- 6
Make/Model-	32	Last 30 Days-	24
Instrument-	4	Last 90 Days-	41

Instrument Rating(s) - NONE

-----Narrative-----

AFTER MAKING TWO STOPS FOR FUEL AND FUEL BEING UNAVAILABLE AT BOTH AIRPORTS, THE PILOT DEPARTED FOR A THIRD AIRPORT 12 MILES NORTH. WHILE ON FINAL APPROACH TO IMPERIAL AIRPORT, THE ENGINE LOST POWER AND THE AIRCRAFT WAS LANDED SHORT OF THE RUNWAY. INSPECTION OF THE WRECKAGE REVEALED THAT THE FUEL SYSTEM WAS EXHAUSTED OF FUEL. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE OR ENGINE.



Brief of Accident (Continued)

File No. - 349

5/07/89

IMPERIAL,CA

A/C Reg. No. N30678

Time (Lc1) - 2000 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOTS INACCURATE FUEL CONSUMPTION CALCULATIONS ALONG WITH THE DECISION TO DEPART WITH INADEQUATE FUEL TO INSURE  
LANDING AT HIS PROPOSED DESTINATION WHICH RESULTED IN FUEL EXHAUSTION. THE ROUGH/UNEVEN TERRAIN ON WHICH THE LANDING  
WAS MADE CONTRIBUTED TO THE SEVERITY OF THE ACCIDENT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 296      5/09/89      SACRAMENTO, CA      A/C Reg. No. N7238A      Time (Lcl) - 1000 PDT

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

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

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

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-550-B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SACRAMENTO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	REDDING, CA	Runway Ident - N/A
Wind Dir/Speed- 190/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 1400 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1560
SE LAND,ME LAND	Months Since - 10	Last 24 Hrs - 0
	Aircraft Type - PA-44	Make/Model- 40
		Instrument- 120
		Last 30 Days- 60
		Last 90 Days- 179
		Multi-Eng - 105

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CLIMB TO ALT, THE ENG SUDDENLY MADE A LOUD GRINDING SOUND & BEGAN TO VIBRATE. THE PLT MADE A FORCED LANDING IN A CULTIVATED FIELD. WHILE LANDING, THE ACFT ENCOUNTERED FURROWS IN THE TERRAIN & THE GEAR COLLAPSED. AN INSPN OF THE ENG REVEALED THE #4 PISTON HAD FAILED.

Brief of Accident (Continued)

File No. - 296

5/09/89

SACRAMENTO, CA

A/C Reg. No. N7238A

Time (Lc1) - 1000 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, PISTON - FAILURE, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FAILURE OF THE NUMBER FOUR PISTON ASSEMBLY. A FACTOR RELATED TO THE ACCIDENT WAS: THE SOFT/UNEVEN  
TERRAIN IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 350      5/10/89      VACAVILLE, CA      A/C Reg. No. N4276U      Time (Lcl) - 1753 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VACAVILLE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 240/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 5050
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - C-150	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENG LOST POWER DURING CRUISE FLT. A FORCED LANDING WAS MADE INTO A SOFT FIELD AND THE AIRPLANE NOSED OVER. THE PLT STATED THAT THE ACFT HAD RUN OUT OF FUEL. INSPECTION OF THE AIRPLANE REVEALED THAT THE FUEL TANKS WERE ALMOST EMPTY.

Brief of Accident (Continued)

File No. - 350

5/10/89

VACAVILLE, CA

A/C Reg. No. N4276U

Time (Lc1) - 1753 PDT

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

Finding(s)

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

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOTS FAILURE TO ACCURATELY CALCULATE FUEL CONSUMPTION DURING PREFLIGHT PLANNING AND PREPARATION AND DURING THE  
FLIGHT WHICH RESULTED IN FUEL EXHAUSTION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 362      5/12/89      MONTEREY, CA      A/C Reg. No. N7568N      Time (Lcl) - 1130 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
1  
1

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

Make/Model      - CESSNA T210N  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3800  
No. of Seats      - 6

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

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 290/012 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  
BAKERSIFELD, CA  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MONTEREY  
Runway Ident      - 28  
Runway Lth/Wid      - 6597/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 59  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type - T210

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

Total      - 1365      Last 24 Hrs - 0  
Make/Model- 605      Last 30 Days- 2  
Instrument- 0      Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A PLEASURE FLIGHT, THE PILOT WAS DISTRACTED DURING THE PRELANDING CHECKLIST AND FAILED TO EXTEND THE LANDING GEAR BEFORE TOUCHDOWN. THE DISTRACTION WAS THE RESULT OF DIFFICULTY IN CONTACTING THE TOWER, AN INTERRUPTION IN DOING THE CHECKLIST, AND DROPPING THE LIST TO THE FLOOR OF THE COCKPIT.

Brief of Accident (Continued)

File No. - 362

5/12/89

MONTEREY, CA

A/C Reg. No. N7568N

Time (Lcl) - 1130 PDT

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Occurrence #1      GEAR NOT EXTENDED  
Phase of Operation      LANDING

Finding(s)

1. CHECKLIST - IMPROPER USE OF - PILOT IN COMMAND
  2.      DIVERTED ATTENTION - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOTS IMPROPER USE OF THE CHECKLIST WHEN HIS ATTENTION WAS DIVERTED.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 345      5/20/89      ARCATA,CA      A/C Reg. No. N35479      Time (Lc1) - 0148 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-J2BD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SEATTLE,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EUREKA,CA	ARCATA
Wind Dir/Speed- 150/006 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5998/ 150
Lowest Sky/Clouds - 1000 FT THIN OVC	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1000 FT	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - DRY
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - NONE	FORCED LANDING	
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 3288
SE LAND,ME LAND,SE SEA	Months Since - 2	Last 24 Hrs - 7
HELICOPTER	Aircraft Type - PA-31	Make/Model- 66
		Last 30 Days- 83
		Instrument- 190
		Last 90 Days- 189
		Multi-Eng - 310
		Rotorcraft - 776

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE ESTABLISHED ON AN INSTRUMENT APPROACH, THE RIGHT ENGINE LOST POWER. SHORTLY THEREAFTER, THE LEFT ENGINE LOST POWER. THE PILOT WAS UNABLE TO RESTART EITHER ENGINE AND A FORCED LANDING WAS MADE IN AN OPEN FIELD. DURING THE LANDING ROLL, THE AIRPLANE COLLIDED WITH THE TERRAIN. INSPECTION OF THE ENGINE REVEALED THAT THE AUX TANKS WERE EMPTY. THE MAIN FUEL TANKS CONTAINED AN UNKNOWN QUANTITY AND WERE RUPTURED IN THE CRASH SEQUENCE. THE AIRPLANE HAD BEEN OPERATING OFF OF THE AUX TANKS PRIOR TO THE LOSS OF POWER. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED WITH THE AIRPLANE OR ENGINES.



Brief of Accident (Continued)

File No. - 345

5/20/89

ARCATA,CA

A/C Reg. No. N35479

Time (Lc1) - 0148 PDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOTS INACCURATE FUEL CONSUMPTION CALCULATIONS AND IMPROPER FUEL TANK SELECTOR POSITION. THESE RESULTED IN  
FUEL STARVATION TO BOTH ENGINES WHEN THE AUX TANKS RAN DRY AND THE MAINS HAD FUEL REMAINING IN THEM. A FACTOR IN  
THIS ACCIDENT WAS THE ROUGH TERRAIN ENCOUNTERED WHEN THE PILOT WAS FORCED TO LAND SHORT OF THE RUNWAY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 364      5/21/89      BAKERSFIELD, CA      A/C Reg. No. N18515      Time (Lcl) - 0750 PDT

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

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

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

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

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

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

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 13	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY FLIGHT, WHILE ON APPROACH TO THE RUNWAY, THE PILOT REPORTED THAT THE ENGINE LOST POWER. A FORCED LANDING WAS INITIATED AND DURING THE LANDING ROLL, THE AIRPLANE COLLIDED WITH A FENCE IN A RESIDENTIAL AREA. INSPECTION OF THE FUEL TANKS REVEALED THAT APPROXIMATELY ONE AND A HALF GALLONS REMAINED. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS. THE PLT DID NOT FILE AN ACC REPORT. DURING A TELEPHONE INTERVIEW THE PILOT STATED THAT HE ESTIMATED THAT THE FUEL TANKS WERE HALF FULL ON DEPARTURE AND THAT HE ENCOUNTERED STRONG WINDS ENROUTE. HE ALSO STATED THAT HE WAS AWARE OF A LOW FUEL STATE BUT ATTEMPTED TO CONTINUE TO HIS DESTINATION.

Brief of Accident (Continued)

File No. - 364

5/21/89

BAKERSFIELD, CA

A/C Reg. No. N18515

Time (Lcl) - 0750 PDT

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

Finding(s)

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

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. OBJECT - FENCE
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE LOSS OF ENGINE POWER DUE TO FUEL EXHAUSTION. THE PILOT DID NOT ADEQUATELY PLAN FOR THE FLIGHT IN THAT HE DID NOT  
CALCULATE THE FUEL CONSUMPTION ACCURATELY, FAILED TO PROVIDE FOR ADEQUATE FUEL RESERVES, AND ALSO FAILED TO LAND  
AT AIRPORTS SHORT OF HIS DESTINATION EVEN THOUGH HE WAS AWARE OF HIS LOW FUEL STATE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 365      5/28/89      BIG SUR, CA      A/C Reg. No. N31277      Time (Lcl) - 1330 PDT

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

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

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

Make/Model - BELLANCA 7GCAA	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MONTEREY, CA	Runway Ident - N/A
Wind Dir/Speed- 290/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 395
SE LAND	Months Since - 5	Last 24 Hrs - 3
	Aircraft Type - 7GCAA	Make/Model- 250
		Last 30 Days- 6
		Instrument- 17
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKE OFF ROLL ON A FRESHLY MOWED OPEN FIELD, THE TAILWHEEL BECAME ENTANGLED IN THE GRASS. THE TERRAIN WAS DOWNSLOPING, AND WITH THE SLOW AIRSPEED, THE AIRPLANE NOSED OVER. THE PILOT REPORTED NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE AT THE TIME OF THE ACCIDENT. THE PILOT HAD MADE A SUCCESSFUL FORCED LANDING THERE ON THE PREVIOUS DAY AND HAD THE OWNER OF THE PROPERTY MOW THE GRASS IN ORDER TO FORM AN AIRSTRIIP.

Brief of Accident (Continued)

File No. - 365

5/28/89

BIG SUR, CA

A/C Reg. No. N31277

Time (Lcl) - 1330 PDT

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Occurrence #1 NOSE OVER

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - OPEN FIELD
  2. TERRAIN CONDITION - GRASS
  3. TERRAIN CONDITION - SOFT
  4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  5. LANDING GEAR, TAILWHEEL - ENTANGLED
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT ELECTED TO ATTEMPT A TAKEOFF FROM A FIELD THAT HE HAD PREVIOUSLY MADE A FORCED LANDING TO AND THE AIRPLANE  
NOSED OVER DURING THE ATTEMPT. CONTRIBUTING TO THE ACCIDENT WAS THE HIGH GRASS THAT BECAME ENTANGLED IN THE TAILWHEEL  
AND THE SOFT DOWNHILL TERRAIN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 363      5/28/89      JACKSON, CA      A/C Reg. No. N1042F      Time (Lcl) - 1400 PDT

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

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

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

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3320	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HAWTHORNE, NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WESTOVER FLD
Wind Dir/Speed- 280/010 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
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)
PRIVATE	Current - YES	Total - 755
SE LAND	Months Since - 20	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 411
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING IN GUSTY CROSSWIND CONDITIONS, THE AIRPLANE BALLOONED. THE PILOT ADDED FULL POWER AND OPTED TO GO-AROUND. THE AIRPLANE WAS TURNED RIGHT (DOWNWIND) AND COLLIDED WITH A TREE WHEN THE AIRPLANE DID NOT CLIMB TO A SUFFICIENT ALTITUDE TO CLEAR OBSTACLES. THE PILOT STATED THAT THE WINDS WERE OUT OF THE WEST AT 10 KTS GUSTING TO 15 KTS.

Brief of Accident (Continued)

File No. - 363

5/28/89

JACKSON, CA

A/C Reg. No. N1042F

Time (Lcl) - 1400 PDT

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

Finding(s)

1. OBJECT - TREE(S)
  2. WEATHER CONDITION - CROSSWIND
  3. WEATHER CONDITION - GUSTS
  4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
  5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  6. MANEUVER - IMPROPER - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT DID NOT ESTABLISH A CLIMB RATE SUFFICIENT ENOUGH TO CLEAR TREES BEFORE TURNING TOWARDS THEM DURING A  
GO-AROUND. CONTRIBUTING TO THE ACCIDENT WERE GUSTY CROSSWINDS WHICH CHANGED TO A TAILWIND WHEN THE AIRCRAFT TURNED TO  
THE RIGHT AND THE PILOTS FAILURE TO COMPENSATE FOR THEM BEFORE COLLIDING WITH A TREE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 361      5/30/89      SACRAMENTO, CA      A/C Reg. No. N737WR      Time (Lcl) - 0635 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

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

MINOR  
Fire  
NONE

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

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

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

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

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

Weather Data

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

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

SACRAMENTO  
Runway Ident - 20  
Runway Lth/Wid - 5503/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 19  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 280  
Make/Model- 38  
Instrument- 64  
Last 24 Hrs - 0  
Last 30 Days- 36  
Last 90 Days- 74

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING TO THE RUN-UP AREA, THE PILOT REPORTED THAT THE SUN HAD JUST RISEN AND VISIBILITY WAS RESTRICTED. THE PILOT WAS TRYING TO POSITION THE AIRPLANE IN THE RUN-UP AREA WHEN HIS AIRPLANE COLLIDED WITH ANOTHER AIRPLANE ALREADY IN THE RUN-UP AREA.



Brief of Accident (Continued)

File No. - 361

5/30/89

SACRAMENTO, CA

A/C Reg. No. N737WR

Time (Lcl) - 0635 PDT

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. OBJECT - AIRCRAFT PARKED
4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT DISPLAYED POOR JUDGEMENT IN CONTINUING TO TAXI WHEN A VISUAL LOOKOUT COULD NOT BE MAINTAINED.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 361	5/30/89	SACRAMENTO, CA	A/C Reg. No. N1844Q	Time (Lcl) - 0635 PDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</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 SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data SACRAMENTO</p> <p>Runway Ident - 20</p> <p>Runway Lth/Wid - 5503/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 26</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - PA-30</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 750</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 300</td> <td>Last 30 Days- 25</td> </tr> <tr> <td>Instrument- 87</td> <td>Last 90 Days- 80</td> </tr> <tr> <td>Multi-Eng - 40</td> <td></td> </tr> </table>	Total - 750	Last 24 Hrs - 0	Make/Model- 300	Last 30 Days- 25	Instrument- 87	Last 90 Days- 80	Multi-Eng - 40	
Total - 750	Last 24 Hrs - 0									
Make/Model- 300	Last 30 Days- 25									
Instrument- 87	Last 90 Days- 80									
Multi-Eng - 40										

Instrument Rating(s) - AIRPLANE

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-----Narrative-----

WHILE PARKED IN THE RUNUP AREA, PREPARING TO TAKEOFF FROM R UNWAY 22, THE AIRCRAFT WAS RUN INTO BY A CESSNA 172N THAT WAS TAXIING INTO THE AREA. THE PILOT OF THE OTHER AIRCRAFT STATED THAT HE DID NOT REALIZE HOW THE RISING SUN OBSCURED THE RUNUP AREA AND NEVER SAW THE 177RG THAT HE RAN INTO.

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Brief of Accident (Continued)

File No. - 361

5/30/89

SACRAMENTO, CA

A/C Reg. No. N1844Q

Time (Lcl) - 0635 PDT

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Occurrence #1        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
  2. JUDGEMENT - POOR - PILOT OF OTHER AIRCRAFT
  3. LIGHT CONDITION - SUNGLARE
  4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT OF THE OTHER AIRCRAFT DISPLAYED POOR JUDGEMENT WHEN HE ELECTED TO CONTINUE TAXIING IN THE RUNUP AREA  
WHEN VISUAL LOOKOUT COULD NOT BE MAINTAINED.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 346      2/24/89      COLORADO SPRING, CO      A/C Reg. No. N94EC      Time (Lcl) - 1328 MST

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

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

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

Make/Model - ELLER BD-5B	Eng Make/Model - SUZUKI 532CC	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 672	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 95 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COLORADO SPRINGS
Wind Dir/Speed- 120/003 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8511/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 436
SE LAND	Months Since - 8	Make/Model- 6
GLIDER	Aircraft Type - C-182	Instrument- 11
		Last 24 Hrs - UNK/NR
		Last 30 Days- 1
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL PLT WAS PERFORMING AN INITIAL FLIGHT ON HIS SINGLE PLACE HOMEBUILT ACFT. DURING INITIAL CLIMB, AT 400 FT AGL, THE GEAR AND FLAPS WERE RETRACTED. 10 SECONDS LATER THE ENGINE SEEMED TO LOSE POWER AND THE PLT SWITCHED FUEL TANKS. THE POWER RESUMED AND 20 SECONDS LATER THE PLT SAID THE ENGINE STOPPED. THE PLT MADE A 180 DEG TURN AND ATTEMPTED TO RETURN TO THE AIRPORT. THE PLANE UNDERSHOT AND LANDED 100 FEET SHORT OF THE RWY. THE PLT REPORTED THE LANDING GEAR PINCHED THE FLEXIBLE FUEL LINES WHEN RETRACTED. AN FAA INSPECTOR CONCURRED AFTER A POST ACCIDENT INSPECTION. 5 WEEKS LATER THE PLT WROTE A LETTER STATING THAT HE FELT THAT WATER IN THE AUTO FUEL CAUSED THE REPORTED ENGINE STOPPAGE.

Brief of Accident (Continued)

File No. - 346

2/24/89

COLORADO SPRING, CO

A/C Reg. No. N94EC

Time (Lcl) - 1328 MST

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

Finding(s)

1. FUEL SYSTEM, LINE - DISTORTED
  2. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND
  3. FLUID, FUEL - STARVATION
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

4. GEAR EXTENSION - NOT PERFORMED -
- 

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

Finding(s)

5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE IMPROPER INSTALLATION OF FUEL LINES WHICH WERE PINCHED OFF CAUSING FUEL STARVATION WHEN THE GEAR WAS RETRACTED.  
A FACTOR IN THE ACCIDENT WERE THE TERRAIN FEATURES INCLUDING LOOSE GRAVEL SHORT OF THE RUNWAY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 247      5/05/89      DURANGO, CO      A/C Reg. No. N9147Y      Time (Lcl) - 1700 MDT

-----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	1
Accident Occurred During - APPROACH					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAN DIEGO, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ANIMAS AIRPARK
Wind Dir/Speed- 270/013 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 75.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5000/ 50
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 195
SE LAND	Months Since - 1	Last 24 Hrs - 4
	Aircraft Type - PA-28	Make/Model- 24
		Last 30 Days- 45
		Instrument- 67
		Last 90 Days- 100
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID HE SET UP A LONG FINAL APP IN PREPARATION FOR LANDING ON RWY 19 AT ANIMAS AIRPARK. HE SAID AS HE CROSSED THE END OF THE RWY AT ABOUT 60 FT AGL HE ENCOUNTERED TURBULENCE WHICH RESULTED IN THE ACFT DROPPING TO NEAR GROUND LEVEL AND DRIFTING TO THE LT TO AN AREA BESIDE THE RWY. HE ATTEMPTED A GO-AROUND AND DURING THE GO-AROUND THE RT WING COLLIDED WITH A WINDSOCK POLE. THE ACFT REMAINED AIRBORNE AND THE PLT FLEW TO ANOTHER NEARBY AIRPORT FOR LANDING. THE FBO AT ANIMAS AIRPARK SAID THE MOUNTAINOUS TERRAIN TO THE WEST OF THE AIRPORT SOMETIMES RESULTS IN TURBULENCE IN THE VIC OF THE AIRPORT WHICH IS NOT PREDICTABLE OR NOTICEABLE AT GROUND LEVEL. THE ELEV OF THE AIRPORT IS 6690 FT. WITH A TEMP OF 60 F, THE DA WOULD BE 8000 FEET.

Brief of Accident (Continued)

File No. - 247

5/05/89

DURANGO, CO

A/C Reg. No. N9147Y

Time (Lcl) - 1700 MDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE

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

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation GO-AROUND (VFR)

Finding(s)

6. OBJECT - POLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
INADEQUATE INFLIGHT PLANNING AND INADEQUATE COMPENSATION FOR WIND CONDITIONS. CONTRIBUTING TO THE ACCIDENT WERE  
CROSSWIND AND TURBULENCE ENCOUNTERED CLOSE TO THE GROUND AND HIGH DENSITY ALTITUDE CONDITIONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 339	5/07/89	FALCON,CO	A/C Reg. No. N34VV	Time (Lcl) - 0830 MDT
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-----Basic Information-----

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

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

Make/Model - GALBREATH VARIVIGGEN	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1860	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- LIGHT AND VARIABLE</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 SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MEADOWLAKE</p> <p>Runway Ident - 15</p> <p>Runway Lth/Wid - 4150/ 30</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 22</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 191</p> <p>Make/Model- 0</p> <p>Instrument- 16</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- 2</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

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-----Narrative-----

THIS WAS THE MAIDEN FLT FOR THIS NEWLY COMPLETED HOMEBUILT. IT WAS ALSO THE FIRST FLT IN THIS MAKE/MDL FOR THE PLT. A WITNESS REPORTED THAT THE ACFT WENT THROUGH SEVERAL RADICAL PITCH CHANGES IMMEDIATELY AFTER LIFT OFF BEFORE NOSE DIVING INTO THE GROUND NEAR THE DEPARTURE END OF THE RWY. ACCORDING TO THE DESIGNER OF THE ACFT, THE REAR MOUNTED ENG RESULTS IN A NOSE DOWN TENDENCY DURING THE TAKEOFF ROLL AND THE STICK MUST BE HELD AFT. AFTER THE ACFT BECOMES AIRBORNE AND BEGINS TO ACCELERATE THE STICK FORCES BECOME NORMAL. HE SAID THE COMPANY ENCOURAGES PLTS TO TAKE AN ORIENTATION RIDE WITH SOMEONE FAMILIAR WITH THE ACFT PRIOR TO THEIR FIRST FLT. THE PLT IN THIS CASE HAD NOT HAD AN ORIENTATION RIDE.

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Brief of Accident (Continued)

File No. - 339

5/07/89

FALCON,CO

A/C Reg. No. N34VV

Time (Lcl) - 0830 MDT

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

Finding(s)

1. FLIGHT CONTROL,ELEVATOR - ERRATIC
2. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
3. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
6. INSTRUCTIONS,WRITTEN/VERBAL - INFORMATION INSUFFICIENT - MANUFACTURER

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S LACK OF FAMILIARITY WITH THE CONTROL CHARACTERISTICS OF THIS NEWLY COMPLETED HOMEBUILT. THE PILOT'S  
FAILURE TO USE PROPER CONTROL INPUTS AND THE LACK OF            INFORMATION PROVIDED BY THE AIRCRAFT KIT MANUFACTURER  
ARE CONSIDERED AS CONTRIBUTING FACTORS TO THE ACCIDENT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 333      5/13/89      MACK,CO      A/C Reg. No. N5594N      Time (Lcl) - 0748 MDT

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

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

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

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540-C2A	ELT Installed/Activated - NO -N/A
Landing Gear - SKI	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 305 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/003 KTS</p> <p>Visibility - 9.0 SM</p> <p>Lowest Sky/Clouds - 6000 FT SCATTERED</p> <p>Lowest Ceiling - 9000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>MACK,CO</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>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 - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 298
SE LAND	Months Since - 14	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - UH12E	Instrument- 2
		Last 24 Hrs - 2
		Last 30 Days- 4
		Last 90 Days- 8
		Rotorcraft - 156

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING A SWATH RUN HE LET THE HELICOPTER GET TOO LOW AND THE SKIDS CONTACTED THE ALFALFA CROP FOLLOWED BY THE SPRAY APPARATUS. THE PILOT WAS UNABLE TO GAIN ALTITUDE AND THE HELICOPTER CONTINUED TO DESCEND INTO THE GROUND AND ROLLED OVER. AN EYE-WITNESSES CONCURRED WITH THE PILOT'S STATEMENT BUT DECLINED TO GIVE A WRITTEN STATEMENT.

Brief of Accident (Continued)

File No. - 333

5/13/89

MACK, CO

A/C Reg. No. N5594N

Time (Lcl) - 0748 MDT

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

Finding(s)

1. TERRAIN CONDITION - CROP
  2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

---

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO MAINTAIN PROPER ALTITUDE DURING A SWATH RUN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 317      6/18/89      ELBERT, CO      A/C Reg. No. N65910      Time (Lcl) - 1430 MDT

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

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

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

Make/Model - SCHWEITZER 1-26E	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 700	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	BLACK FOREST
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 24
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 246
SE LAND	Months Since - 1	Last 24 Hrs - 2
GLIDER	Aircraft Type - 2-33A	Make/Model- 1
		Last 30 Days- 18
		Instrument- 0
		Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAITED TOO LONG TO BEGIN HIS LANDING PATTERN AND FOUND HIMSELF TOO FAR FROM THE AIRPORT. THERE WAS NO OBSTACLE FREE AREA AVAILABLE FOR THE OFF AIRPORT LANDING AND WHEN THE PLT TURNED TO ALIGN WITH THE BEST AREA A WING TIP DRAGGED AND THE GLIDER GROUND LOOPED.

Brief of Accident (Continued)

File No. - 317

6/18/89

ELBERT, CO

A/C Reg. No. N65910

Time (Lcl) - 1430 MDT

-----  
Occurrence #1        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

2. GROUND LOOP/SWERVE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S IMPROPER INFLIGHT PLANNING WHICH PLACED THE AIRCRAFT TOO FAR FROM THE RUNWAY TO COMPLETE A NORMAL  
LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 238      1/26/89      ORLANDO, FL      A/C Reg. No. N48799      Time (Lcl) - 1627 EST

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

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

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

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

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	OCALA, FL			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		ORLANDO EXECUTIVE	
Wind Dir/Speed	- 120/012 KTS	ATC/Airspace		Runway Ident	- 07
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 5998/ 150
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 10000 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 - 20	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 51	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 51	Last 30 Days - 51
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - 51
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT FAILED TO FLARE THE ACFT FOR LANDING. AFTER TOUCHDOWN THE ACFT BOUNCED, TOUCHED DOWN, BOUNCED AGAIN, THEN DRIFTED OFF THE LEFT SIDE OF THE RWY. THE ACFT THEN TOUCHED DOWN ON THE GRASS & NOSED OVER.

Brief of Accident (Continued)

File No. - 238

1/26/89

ORLANDO, FL

A/C Reg. No. N48799

Time (Lcl) - 1627 EST

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

Finding(s)  
  1. FLARE - DELAYED - PILOT IN COMMAND  
  2. WEATHER CONDITION - CROSSWIND  
-----

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

Finding(s)  
  3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND  
-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FAILURE OF THE PILOT TO FLARE FOR LANDING AND IMPROPER RECOVERY FROM A BOUNCED LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 360      2/04/89      BUNNELL, FL      A/C Reg. No. N2124H      Time (Lcl) - 1030 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious

0  
0

Minor  
0  
0

None  
2  
0

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

Make/Model - PIPER PA-44-180  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3800  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-E1A6D  
Number Engines - 2  
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- 010/003 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

FLAGLER COUNTY  
Runway Ident - 29  
Runway Lth/Wid - 5000/ 200  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI  
SE LAND,ME LAND

Age - 25

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1814      Last 24 Hrs - 0  
Make/Model- 210      Last 30 Days- 43  
Instrument- 191      Last 90 Days- 238  
Multi-Eng - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A SHORT FIELD TAKEOFF, THE INSTRUCTOR PLT RETARDED THE LEFT ENG THROTTLE TO IDLE, SIMULATING AN ENG FAILURE. THE STUDENT RETARDED THE OTHER THROTTLE TO IDLE, LOWERED FULL FLAPS, THEN THE INSTRUCTOR ASSUMED CONTROL. AFTER FLARING TO LAND AT AN ALT OF APRX 20 FT ABOVE THE RWY, THE AIRSPEED DETERIORATED RESULTING IN A HARD LANDING COLLAPSING THE LEFT MAIN LANDING GEAR.



Brief of Accident (Continued)

File No. - 360

2/04/89

BUNNELL, FL

A/C Reg. No. N2124H

Time (Lcl) - 1030 EST

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

Finding(s)

1. 1 ENGINE -
2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
3. LOWERING OF FLAPS - PERFORMED - DUAL STUDENT
4. ABORTED TAKEOFF - PERFORMED - DUAL STUDENT
5. AIRCRAFT CONTROL - ATTEMPTED - PILOT IN COMMAND(CFI)

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

Finding(s)

6. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND(CFI)
7. FLARE - IMPROPER - PILOT IN COMMAND(CFI)
8. LANDING GEAR, MAIN GEAR - COLLAPSED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE INSTRUCTOR TO MAINTAIN THE PROPER AIRSPEED DURING A SIMULATED ENGINE FAILURE ON INITIAL CLIMB.  
THE INSTRUCTOR, AFTER TAKING CONTROL OF THE AIRCRAFT, ALSO FAILED TO PROPERLY FLARE THE AIRCRAFT RESULTING IN A HARD  
LANDING DURING WHICH THE GEAR COLLAPSED.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 367      2/04/89      INDIAN ROCKS, FL      A/C Reg. No. N511U      Time (Lcl) - 1430 EST

-----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 - STOLP-ADAMS SA100	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1240	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 135 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ST PETERSBURG, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 050/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3500 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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2021
SE LAND, SE SEA	Months Since - 22	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 20
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PERFORMING INVERTED AEROBATIC MANEUVERS NEAR THE COAST LINE, THE ENG (WHICH WAS NOT INSTALLED WITH AN INVERTED FUEL OR OIL SYSTEM), SUSTAINED A LOSS OF POWER DUE TO FUEL STARVATION. UNABLE TO RESTART THE ENG, THE PLT ELECTED TO DITCH THE ACFT NEAR THE SHORE. EXAMINATION OF THE ENG REVEALED NO EVIDENCE OF FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 367

2/04/89

INDIAN ROCKS, FL

A/C Reg. No. N511U

Time (Lc1) - 1430 EST

-----  
Occurrence #1        LOSS OF ENGINE POWER  
Phase of Operation    MANEUVERING

Finding(s)

1. FUEL SYSTEM - STARVATION
  2. AEROBATICS - PERFORMED - PILOT IN COMMAND
  3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

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

Finding(s)

4. TERRAIN CONDITION - WATER
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S ATTEMPT TO PERFORM AEROBATIC MANEUVERS IN AN AIRCRAFT THAT WAS NOT EQUIPPED WITH FUEL AND OIL SYSTEMS  
THAT WOULD CONTINUE TO OPERATE IN INVERTED POSITIONS. THIS ACTION RESULTED IN A LOSS OF POWER AND THE PILOT HAVING  
TO DITCH THE AIRCRAFT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 237      2/14/89      JACKSONVILLE, FL      A/C Reg. No. N5454X      Time (Lc1) - 1209 EST

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

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

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

Make/Model - CESSNA 340A	Eng Make/Model - CONTINENTAL TS10-520-NB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5990	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BRUNSWICK, GA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	JACKSONVILLE, FL	CRAIG FIELD
Wind Dir/Speed- 190/005 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4001/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2046
SE LAND, ME LAND	Months Since - 2	Make/Model- 80
	Aircraft Type - C-340A	Instrument- 450
		Multi-Eng - 122
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 58

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXPERIENCED A COLLAPSE OF THE RIGHT MAIN LANDING GEAR DURING TAXI. THE INVESTIGATION REVEALED THAT THE COLLAPSE WAS DUE TO THE SEIZURE OF THE UPPER DOWNLOCK TOP BUSHING. IT ALLOWED THE MAIN LANDING GEAR TO BE RIGGED IMPROPERLY AND NOT BE FULLY DOWN AND LOCKED WHEN THE GEAR DOWN LIGHT WAS ILLUMINATED. THE MECHANIC STATED THAT THE EXPANDED INSPECTION PROCEDURES SPECIFY THAT THE LANDING GEAR BUSHING MUST BE FREE.

Brief of Accident (Continued)

File No. - 237

2/14/89

JACKSONVILLE, FL

A/C Reg. No. N5454X

Time (Lc1) - 1209 EST

-----  
Occurrence #1        MAIN GEAR COLLAPSED  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - SEIZED
2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
SEIZURE OF THE RIGHT MAIN LANDING GEAR UPPER DOWNLOCK TOP BUSHING, AND THE FAILURE OF OTHER MAINTENANCE PERSONNEL TO  
PROPERLY RIG THE LANDING GEAR DOWN LIGHT MICRO SWITCHES.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 376      2/17/89      FORT LAUDERDALE, FL      A/C Reg. No. N330RH      Time (Lcl) - 1523 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	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

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

Make/Model      - HARMON VELOCITY  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2250  
No. of Seats      - 4

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

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

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

Weather Data

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

Basic Weather      - VMC

Wind Dir/Speed- 090/014 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 2500 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 46  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 4000  
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-----

WHILE INTENTIONALLY PERFORMING STALLS, THE PLT WAS UNABLE TO RECOVER THE ACFT FROM A NOSE HIGH ATTITUDE BEFORE COLLIDING WITH TERRAIN. AFTER THE ACCIDENT, WEIGHT & BALANCE CALCULATIONS COULD NOT BE PERFORMED TO DETERMINE THE C.G. AS THE PLT WOULD NOT PROVIDE THE PERTINENT INFORMATION. VELOCITY MANUFACTURER PERSONNEL STATED THE C.G. WAS AFT OF THE LIMIT. AS A RESULT A LETTER WAS SENT TO BUILDERS/OWNERS OF THESE ACFT ADVISING THEM TO REFRAIN FROM OPERATING THE ACFT WITH A C.G. AFT OF 118.5". A SECOND LETTER WAS SENT WHICH ADVISED OWNERS TO MODIFY THE WING FUEL TANK BULKHEAD LOCATIONS AS WELL AS TO SUGGEST POSSIBLE CHANGES SUCH AS: LIMIT THE ACFT C.G. RANGE; SHORTEN THE CANARD; MOVE THE ENGINE FORWARD; & CHANGE THE FUEL TANK STRAKES. THE PILOT STATED THAT THE PURPOSE OF THE FLIGHT WAS TO TEST THE MODIFICATION OF THE CANARD.

Brief of Accident (Continued)

File No. - 376

2/17/89

FORT LAUDERDALE, FL

A/C Reg. No. N330RH

Time (Lcl) - 1523 EST

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

Finding(s)

1. STALL - INTENTIONAL - PILOT IN COMMAND
  2. AIRCRAFT WEIGHT AND BALANCE - NOT IDENTIFIED - PILOT IN COMMAND
  3. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - GROUND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE INABILITY OF THE PILOT TO RECOVER FROM THE INTENTIONAL STALL WITH AN UNKNOWN C.G.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 375      2/17/89      MELROSE, FL      A/C Reg. No. N3488Q      Time (Lcl) - 1700 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

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

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

Make/Model - CESSNA 320E  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5300  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520B  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 050/013 KTS  
Visibility - 2.000 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling - 600 FT OVERCAST  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MARCO ISLAND, FL

Destination  
GAINESVILLE, FL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND

Age - 61

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4000	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 INITIATED A CROSSCOUNTRY FLIGHT AND ENCOUNTERED IMC CONDITIONS NEAR HIS DESTINATION. HE REQUESTED AND RECEIVED AN IFR CLEARANCE. THE PILOT CONSISTENTLY DID NOT RESPOND TO ATC INSTRUCTIONS. THE FINAL ATC VECTOR TO INTERCEPT THE LOCALIZER COURSE REQUIRED A 220 DEGREE RIGHT TURN WHICH WOULD HAVE RESULTED IN A 30 DEGREE ANGLE OF INTERCEPT. DURING THE TURN AIRCRAFT CONTROL WAS LOST AND THE AIRCRAFT CRASHED IN A FARM YARD. WITNESSES REPORTED HEARING STRONG ENGINE SOUNDS PRIOR TO IMPACT. EXAM OF THE AIRCRAFT DID NOT DISCLOSE EVIDENCE OF MECHANICAL FAILURE OR SYSTEM MALFUNCTION. EXAM OF THE PROPS SHOWED IMPACT DAMAGE CONSISTENT WITH CRUISE POWER. THE WRECKAGE EXAM INDICATED THE GEAR AND FLAPS IN THE UP AND RETRACTED POSITION. NO DETERMINATION COULD BE MADE AS TO THE PILOT'S REGENCY OF INSTRUMENT EXPERIENCE OR INSTRUMENT COMPETENCY.



Brief of Accident (Continued)

File No. - 375

2/17/89

MELROSE, FL

A/C Reg. No. N3488Q

Time (Lcl) - 1700 EST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND
  2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
  3.        SPATIAL DISORIENTATION - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT TO COMPLY PROMPTLY WITH ATC INSTRUCTIONS AND HIS LOSS OF CONTROL DUE TO SPATIAL DISORIENTATION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 239      2/18/89      FORT LAUDERDALE, FL      A/C Reg. No. N4303X      Time (Lcl) - 1230 EST

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

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

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

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING IO-540-K1A5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	TAMPA, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FORT LAUDERDALE, FL	FT. LAUDERDALE INT'L
Wind Dir/Speed- 110/007 KTS		Runway Ident - 13
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 6928/ 150
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - IFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
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)
PRIVATE	Current - YES	Total - 3185
SE LAND, ME LAND	Months Since - 10	Make/Model- 1000
	Aircraft Type - PA-32R	Instrument- 474
		Multi-Eng - 1000
		Last 24 Hrs - 2
		Last 30 Days- 15
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THAT AS THE AIRCRAFT TOUCHED DOWN THE LEFT MAIN GEAR COLLAPSED. HE PERFORMED AN ABORTED LANDING. THE TOWER REPORTED THAT THE GEAR APPEARED DOWN. UPON TOUCHDOWN THE RIGHT MAIN GEAR COLLAPSED AND THE AIRCRAFT SLID OFF THE RUNWAY. EXAMINATION OF THE AIRCRAFT REVEALED A LOOSE LANDING GEAR WIRING BLOCK. WHEN THE THROTTLE WAS RETARDED THE LANDING GEAR CIRCUIT BREAKER WOULD POP, SHUTTING OFF THE HYDRAULIC PUMP, THE GEAR POSITION LIGHTS, AND THE WARNING HORN. WHEN WEIGHT WAS PUT ON THE GEAR THE ABSENCE OF HYDRAULIC PRESSURE PERMITTED THE GEAR TO COLLAPSE. THIS WAS THE FIRST FLIGHT AFTER A NON-RECORDED LORAN INSTALLATION WAS PERFORMED.

Brief of Accident (Continued)

File No. - 239

2/18/89

FORT LAUDERDALE, FL

A/C Reg. No. N4303X

Time (Lc1) - 1230 EST

Occurrence #1        GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INCORRECT
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED
4. LANDING GEAR, GEAR INDICATING SYSTEM - INOPERATIVE
5. LANDING GEAR, GEAR WARNING SYSTEM - INOPERATIVE

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

Finding(s)

6. OBJECT - RUNWAY LIGHT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FAULTY INSTALLATION OF AVIONICS EQUIPMENT WHICH CAUSED WIRING IN THE LANDING GEAR SYSTEM TO BE IMPROPERLY REINSTALLED.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 308      2/24/89      INVERNESS, FL      A/C Reg. No. N43330      Time (Lcl) - 2132 EST

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

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

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

Make/Model	- PIPER PA-28R-200	Eng Make/Model	- LYCOMING IO-360-C1C	ELT Installed/Activated	- YES/YES
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	- 200 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	CRYSTAL RIVER, FL	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	DAYTONA BEACH, FL	Runway Ident
Wind Dir/Speed	- CALM	ATC/Airspace	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- GRASS/TURF
Lowest Ceiling	- NONE	Type Apch/Lndg	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 21	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 650	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since - 8	Make/Model- 25	Last 30 Days- 80
	Aircraft Type - UNK/NR	Instrument- 18	Last 90 Days- 260
		Multi-Eng - 46	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLT A TOTAL LOSS OF ENGINE POWER WAS EXPERIENCED. THE PLT WAS ATTEMPTING A FORCED LANDING WHEN THE ACFT CONTACTED ELECTRICAL WIRES AND A TREE PRIOR TO COLLIDING WITH THE TERRAIN. POST ACCIDENT INSPECTION REVEALED THE PROPELLER GOVERNOR OIL LINE CRACKED TO THE POINT THAT ENGINE OIL PUMPED OUT OF THE ENGINE WHICH SUBSEQUENTLY SEIZED. THE OIL LINE WAS INSTALLED AFTER ENGINE OVERHAUL WITHOUT TWO CLAMPS AND WAS BENT IN THE AREA WHERE THE ALTERNATOR BELT IS ADJUSTED. THE BENDING DAMAGE CAUSED A FATIGUE CRACK IN THE LINE AND THE LACK OF SUPPORT CLAMPS AIDED IN THE CRACKING PROCESS.

Brief of Accident (Continued)

File No. - 308

2/24/89

INVERNESS, FL

A/C Reg. No. N43330

Time (Lc1) - 2132 EST

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - NOT SECURED
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. LUBRICATING SYSTEM,OIL LINE - BENT
4. MAINTENANCE,ADJUSTMENT - IMPROPER - COMPANY MAINTENANCE PSNL
5. LUBRICATING SYSTEM,OIL LINE - FATIGUE
6. FLUID,OIL - LOSS,TOTAL
7. ENGINE ASSEMBLY,CONNECTING ROD - DISCONNECTED
8. ENGINE ASSEMBLY - SEIZED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

9. OBJECT - WIRE,STATIC
10. OBJECT - TREE(S)

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

Finding(s)

11. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PROPELLER GOVERNOR OIL LINE DUE TO FATIGUE WHICH WAS CAUSED BY BENDING DAMAGE TO THE LINE  
AND THE FAILURE OF MECHANICS TO INSTALL SUPPORT CLAMPS ON THE LINE WHICH CAUSED THE FATIGUE TO PROPAGATE AT A FASTER  
RATE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 306      3/06/89      FORT LAUDERDALE, FL      A/C Reg. No. N47115      Time (Lc1) - 1250 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOLLYWOOD, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 220/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1700 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 300
SE LAND,ME LAND	Months Since - 1	Make/Model- 180
	Aircraft Type - C-152	Instrument- UNK/NR
		Multi-Eng - 20
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 150
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI AND HIS STUDENT DEPARTED ABOUT 1230 EST ON THE STUDENT PILOT'S FIRST FLIGHT. THE AIRCRAFT WAS FOUND THE NEXT MORNING APPROXIMATELY 8 MILES NORTH OF THE MIAMI VOR. IT HAD COLLIDED WITH THE GROUND IN A NEAR VERTICAL ATTITUDE WITH ITS NOSE BURIED IN THE MUD UP TO THE AFT DOOR POSTS. POST ACCIDENT INSPECTION FAILED TO REVEAL ANY MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 306

3/06/89

FORT LAUDERDALE, FL

A/C Reg. No. N47115

Time (Lc1) - 1250 EST

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

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

2. TERRAIN CONDITION - SOFT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
INSTRUCTOR PILOTS FAILURE TO MAINTAIN CONTROL OF THE AIRCRAFT RESULTING IN A COLLISION WITH TERRAIN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 261      3/11/89      JACKSONVILLE, FL      A/C Reg. No. N182BH      Time (Lcl) - 1108 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PHOTOGRAPHY  
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 182  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2650  
No. of Seats      - 4

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

ELT Installed/Activated      - YES-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      - 010/008 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
FORT LAUDERDALE, FL  
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

CRAIG  
Runway Ident      - 04  
Runway Lth/Wid      - 4000/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age      - 44  
Biennial Flight Review  
Current      - YES  
Months Since      - 15  
Aircraft Type      - C-182

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

Total	- 1524	Last 24 Hrs	- 2
Make/Model	- 620	Last 30 Days	- 25
Instrument	- UNK/NR	Last 90 Days	- 66
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

THE ACFT STRUCK POWERLINES THEN CRASHED INTO 3 AUTOS. FAA PSNL ARRIVING ON SCENE FOUND THE CARB HEAT IN THE COLD POSITION. THE PLT STATED THAT HE "HAS NEVER HAD TO ROUTINELY USE THE CARB HEAT ON THIS ACFT." THE ENG WAS LATER RUN OF A TEST STAND & STARTED ON THE 1ST ATTEMPT. POWER OUTPUT WAS LIMITED TO 1800 RPM FOR SAFETY REASONS DUE TO AN UNSECURED TEST STAND. AT THE TIME OF THE ACCIDENT, AIR TEMP WAS 58 DEGREES, DEWPOINT WAS 45 DEGREES. THE PLT STATED THAT HE HAD LET DOWN FROM 4500 FT AT REDUCED POWER. ACCORDING TO CARB ICE CHARTS, ICING PROBABILITY WAS HIGH AT THE TIME OF THE ACCIDENT.



Brief of Accident (Continued)

File No. - 261

3/11/89

JACKSONVILLE,FL

A/C Reg. No. N182BH

Time (Lc1) - 1108 EST

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

Finding(s)

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

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. OBJECT - WIRE,TRANSMISSION
- 

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

Finding(s)

5. OBJECT - VEHICLE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FAILURE OF THE PILOT TO USE THE CARBURETOR HEAT, WHICH RESULTED IN CARBURETOR ICE. FACTORS RELATED  
TO THE ACCIDENT WERE: CARBURETOR ICING CONDITIONS AND OBSTRUCTIONS (POWER LINES & VEHICLES) IN THE  
EMERGENCY LANDING AREA.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 256      3/12/89      ARCADIA, FL      A/C Reg. No. N66374      Time (Lc1) - 1700 EST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/009 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 IMMOKALEE, FL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data CARLSTROM FIELD</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 2500/ 50</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND, SE SEA</p>	<p>Age - 44</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 530</p> <p>Make/Model- 300</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 23</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 12</p> <p>Last 90 Days- 50</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THE ACFT TOUCHED DOWN ABOUT HALFWAY DOWN THE 2500 FT GRASS STRIP WITH EXCESSIVE SPEED & 30 DEG OF FLAPS. WHEN HE REALIZED IT WOULD NOT STOP ON THE REMAINING RWY, HE INITIATED A GO-AROUND. HOWEVER, THE ACFT COLLIDED WITH A FENCE NEAR THE DEP END OF THE RWY. THE PLT NOTED THAT HE HAD SIMPLY LANDED LONG & FAST, AND THAT THE FLAPS TOOK LONGER TO RETRACT, THAN HE WOULD HAVE LIKED. ALSO, HE BELIEVED THE ACCIDENT COULD HAVE BEEN AVOIDED, IF HE HAD LANDED AT THE BEGINNING OF THE RWY OR HAD DECIDED TO GO AROUND SOONER.

Brief of Accident (Continued)

File No. - 256

3/12/89

ARCADIA, FL

A/C Reg. No. N66374

Time (Lc1) - 1700 EST

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Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ABORTED

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  3. GO-AROUND - DELAYED - PILOT IN COMMAND
- 

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

Finding(s)

4. OBJECT - FENCE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S DELAYED TO GO AROUND AFTER LANDING LONG WITH EXCESSIVE SPEED.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 263      3/12/89      ST AUGUSTINE, FL      A/C Reg. No. N8417H      Time (Lcl) - 1315 EST

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

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

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

Make/Model - PIPER PA-34-220T	Eng Make/Model - CONTINENTAL TSIO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4760	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 220 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	JACKSONVILLE, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ST AUGUSTINE
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 60
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - VOR/TVOR	Runway Status - DRY
Obstructions to Vision- NONE	TRAFFIC PATTERN	
Precipitation - NONE	TOUCH AND GO	
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	Current - YES	Total - 518
SE LAND, ME LAND	Months Since - 0	Last 24 Hrs - 2
	Aircraft Type - PA-34	Make/Model- 57
		Last 30 Days- 14
		Instrument- 170
		Last 90 Days- 66
		Multi-Eng - 217

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE MULTI-ENG PVT PLT WAS RECEIVING INSTRUCTION FROM HIS CFI. THE PLT STATED THE LDG WAS ON THE MAIN GEAR, "SLIGHTLY HARD & THE PLANE FLOATED UP A COUPLE OF FT." TOUCHING DOWN AGAIN ABT 50 YDS DOWN THE RWY, THE ACFT LNDD ON THE WHEELS, BUT SEEMED LOW. THE CFI ADMITTED TO A FLAT APCH WHICH RESULTED IN A "SLIGHT BOUNCE OF ABT 3 FT". THE ACFT WAS PLACED ON JACKS & 8 RETRACTION/EXTENSION CYCLES WERE PERFORMED. THE GEAR OPERATED NORMALLY. THERE WAS NO EVIDENCE OF ANY MALFUNCTION OR FAILURE; SCUFF MARKS ON THE SIDEWALLS OF THE MAIN GEAR TIRES INDICATED THEY WERE UP AS THE ACFT SKIDDED ALONG THE RWY.

Brief of Accident (Continued)

File No. - 263

3/12/89

ST AUGUSTINE, FL

A/C Reg. No. N8417H

Time (Lc1) - 1315 EST

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

Finding(s)

1. FLARE - IMPROPER - DUAL STUDENT
  2. RECOVERY FROM BOUNCED LANDING - PERFORMED - DUAL STUDENT
- 

Occurrence #2        GEAR NOT EXTENDED  
Phase of Operation    LANDING

Finding(s)

3. GEAR RETRACTION - INADVERTENT - UNKNOWN
  4. GEAR RETRACTION - NOT IDENTIFIED - PILOT IN COMMAND(CFI)
  5. WHEELS UP LANDING
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
INADVERTENTLY RETRACTION OF THE LANDING GEAR, AND FAILURE OF THE INSTRUCTOR PILOT (CFI) TO NOTE THAT  
THE GEAR HAD BEEN RETRACTED. A FACTOR RELATED TO THE ACCIDENT WAS: IMPROPER FLARE BY THE STUDENT  
PILOT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 262      3/28/89      SARASOTA, FL      A/C Reg. No. N3122W      Time (Lcl) - 0845 EST

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

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

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

Make/Model - BEECH B55	Eng Make/Model - CONTINENTAL IO-520-E2	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SARASOTA, FL	GATOR CREEK
Wind Dir/Speed- 110/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 8500
SE LAND, ME LAND	Months Since - 16	Make/Model- 3800
	Aircraft Type - B-55	Instrument- 600
		Multi-Eng - 3800
		Last 24 Hrs - 1
		Last 30 Days- 15
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS TAKING OFF FROM THE ROUGH GRASS PRIVATE STRIP & WAS APCHG 70 MPH, WHEN THE RGT MAIN GEAR COLLAPSED. THE ACFT THEN VEERED INTO A CANAL WHICH PARALLELED THE RWY. WITNESSES STATED THE RGT GEAR APPEARED TO STRIKE A SUNKEN SPOT ON THE RWY JUST AS THE GEAR COLLAPSED. FAA PSNL EXAMINED THE ACFT & NOTED DAMAGE TO THE GEAR THAT WAS CONSISTENT WITH THE WITNESS OBSERVATIONS. ALL DAMAGE APPEARED TO BE IMPACT RELATED. THE 15-YR-OLD ACFT WITH 3125 AIRFRAME HRS HAD BEEN OPERATING FROM THIS ROUGH STRIP FOR THE PREVIOUS 10 YRS. THE GEAR HAD BEEN SUBJECTED TO HEAVIER THAN NORMAL LOADS. THE ACFT HAD BEEN SCHEDULED FOR AN ANNUAL INSPN IN ABOUT 3 DAYS.

Brief of Accident (Continued)

File No. - 262

3/28/89

SARASOTA, FL

A/C Reg. No. N3122W

Time (Lc1) - 0845 EST

-----  
Occurrence #1        ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
- 

Occurrence #2        GEAR COLLAPSED  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

2. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
UNEVEN RUNWAY CONDITION (SUNKEN SPOT).

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 255      3/31/89      STUART, FL      A/C Reg. No. N53549      Time (Lc1) - 0920 EST

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

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

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

Make/Model - BOEING E75N1	Eng Make/Model - CONTINENTAL W-670-6N	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2717	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 220 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FT PIERCE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WITHAM FIELD
Wind Dir/Speed- 210/015 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 200
Lowest Sky/Clouds - 1200 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 18020
SE LAND, ME LAND	Months Since - 4	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - H-500	Instrument- 1730
		Multi-Eng - 12645
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 100
		Rotorcraft - 620

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT STATED THAT HE HAD JUST LANDED ON RUNWAY 20 & WAS CLEARED TO TAXI ON THE PARALLEL TAXIWAY, NEXT TO RUNWAY 15. AS HE WAS TAXIING, THE AIRCRAFT ENCOUNTERED PROPELLER BLAST FROM AN OV-1, ENGINE RUN-UP ON THE RIGHT SIDE OF THE TAXIWAY. SUBSEQUENTLY, THE AIRCRAFT WAS BLOWN SIDEWAYS OFF THE TAXIWAY.



Brief of Accident (Continued)

File No. - 255

3/31/89

STUART, FL

A/C Reg. No. N53549

Time (Lcl) - 0920 EST

-----  
Occurrence #1            PROPELLER BLAST OR JET EXHAUST/SUCTION  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
- 

Occurrence #2            ROLL OVER  
Phase of Operation      TAXI - FROM LANDING

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
INADEQUATE VISUAL LOOKOUT BY BOTH THE PILOT OF THE BOEING E75N1 AND THE PERSON RUNNING UP THE OV-1 (THEIR FAILURE  
TO SEE EACH OTHER AND AVOID THE OCCURRENCE).

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 265      4/02/89      WEST PALM BEACH, FL      A/C Reg. No. N4273C      Time (Lcl) - 1112 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Crew  
NONE

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

Make/Model      - CESSNA 340A  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5990  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-520-NB  
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      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 090/017 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 4500 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  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

PALM BEACH INTL  
Runway Ident      - 13  
Runway Lth/Wid      - 6930/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 64  
Biennial Flight Review  
Current      - YES  
Months Since      - 13  
Aircraft Type      - C-340A

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

Total	- 2200	Last 24 Hrs	- UNK/NR
Make/Model-	675	Last 30 Days-	5
Instrument-	130	Last 90 Days-	12
Multi-Eng	- 1700		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE HAD THREE GREEN LIGHTS ON APPROACH, BUT ON LANDING ROLLOUT, THE RIGHT MAIN GEAR COLLAPSED. SUBSEQUENTLY, THE ACFT SLID OFF THE RUNWAY INTO THE GRASS. AN EXAM OF THE RIGHT MAIN LANDING GEAR REVEALED THE BELLCRANK ASSEMBLY HAD FAILED DUE TO BINDING, CAUSED BY LACK OF LUBRICATION OF THE DOWN LOCK BRACE. THE PLT HAD TAKEN THE ACFT TO MAINTAINENCE FOR CORRECTIVE ACTION WHEN THE RIGHT LANDING GEAR LIGHT DID NOT FUNCTION ON THE PREVIOUS FLT. THE ACFT WAS CHECKED AS OK & RELEASED FOR FLT.

Brief of Accident (Continued)

File No. - 265

4/02/89

WEST PALM BEACH, FL

A/C Reg. No. N4273C

Time (Lc1) - 1112 EDT

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Occurrence #1        MAIN GEAR COLLAPSED

Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - BINDING (MECHANICAL)
  2. MAINTENANCE, LUBRICATION - INADEQUATE - OTHER MAINTENANCE PSNL
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FAILURE OF THE RIGHT MAIN LANDING GEAR BELLCRANK ASSEMBLY DUE TO BINDING AND INADEQUATE MAINTENANCE LUBRICATION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 281      4/08/89      LAKELAND, FL      A/C Reg. No. N2326W      Time (Lcl) - 1057 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
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 -APPROACH			0	0	1	0

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

Make/Model - BEECH A23	Eng Make/Model - CONTINENTAL IO-346-A1	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2405	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 165 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	CRYSTAL RIVER, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAKELAND
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 384
SE LAND	Months Since - 20	Last 24 Hrs - 2
	Aircraft Type - C-150	Make/Model- 8
		Last 30 Days- 2
		Instrument- 16
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT STATED THAT HE FLEW FOR ABOUT 2 HOURS AND 20 MINUTES, USING THE RIGHT FUEL TANK. WHILE ON FINAL APPROACH TO LAND, THE ENGINE LOST POWER AND HE FAILED TO REPOSITION THE FUEL SELECTOR TO THE LEFT TANK BEFORE THE AIRCRAFT CRASHED. ACCORDING TO THE PLT, THE FUEL GAGES SHOWED THERE WAS SUFFICIENT FUEL IN BOTH TANKS.

Brief of Accident (Continued)

File No. - 281

4/08/89

LAKELAND, FL

A/C Reg. No. N2326W

Time (Lcl) - 1057 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
  3. FLUID, FUEL - STARVATION
  4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      LANDING

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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 was:  
IMPROPER IN-FLIGHT PLANNING/DECISION, WHICH RESULTED IN FUEL STARVATION, WHILE THE FUEL SELECTOR WAS  
POSITIONED TO A TANK WITH THE LEAST AMOUNT OF FUEL. A FACTOR RELATED TO THE ACCIDENT WAS: THE FAULTY  
FUEL QUANTITY INDICATION FOR THE RIGHT TANK.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 279      4/12/89      ST AUGUSTINE, FL      A/C Reg. No. N311P      Time (Lcl) - 1330 EDT

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

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

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

Make/Model - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ST AUGUSTINE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 030/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 2500 FT OVERCAST	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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3500
SE LAND, ME LAND, SE SEA	Months Since - 5	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - UNK/NR	Last 30 Days - 25
		Last 90 Days - 80
		Rotorcraft - 2300

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT STATED THAT THE ACFT ENG LOST POWER GRADUALLY. DURING A FORCED LANDING ON A DIRT ROAD, THE RIGHT WING STRUCK A TREE & WAS DAMAGED. A POST ACCIDENT EXAM OF THE ENG REVEALED THE FUEL WAS CONTAMINATED, WHICH RESULTED IN THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 279

4/12/89

ST AUGUSTINE, FL

A/C Reg. No. N311P

Time (Lc1) - 1330 EDT

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FUEL CONTAMINATION. A RELATED FACTOR WAS THE TREE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 280      4/13/89      FORT PIERCE, FL      A/C Reg. No. N3159D      Time (Lcl) - 1300 EDT

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

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

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

Make/Model	- AIR TRACTOR AT-301	Eng Make/Model	- P&W R-1340-53H1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1500	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	FORT PIERCE, FL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 020/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 1500 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 25000	Last 24 Hrs - 8
SE LAND, ME LAND, SE SEA	Months Since - 13	Make/Model - 3700	Last 30 Days - 60
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 162
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE CLIMBING AFTER TAKEOFF, THE ACFT ENG STARTED TO GRADUALLY LOSE POWER, THEN STARTED MISSING. SUBSEQUENTLY, HE MADE AN EMERGENCY LANDING IN SOME PALMETTO BUSHES, WHICH DAMAGED THE ACFT'S LANDING GEAR & WINGS. AN EXAM OF THE ENG REVEALED THE #5 CYLINDER ASSEMBLY WAS CRACKED, WHICH RESULTED IN THE LOSS OF POWER. THE PLT NOTED THAT THERE WERE HOMES IN THE AREA, WHICH PRECLUDED HIM FROM JETTISONING HIS LOAD.



Brief of Accident (Continued)

File No. - 280

4/13/89

FORT PIERCE, FL

A/C Reg. No. N3159D

Time (Lc1) - 1300 EDT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. OBJECT - RESIDENCE
3. LOAD JETTISON - PERFORMED -

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FAILURE OF THE NUMBER FIVE CYLINDER. FACTORS RELATED TO THE ACCIDENT WERE: THE PROXIMITY OF HOMES  
IN THE AREA, WHICH PRECLUDED JETTISONING OF THE CHEMICAL LOAD, AND HIGH VEGETATION IN THE EMERGENCY  
LANDING AREA.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 278      4/13/89      LAKELAND, FL      A/C Reg. No. N15HB      Time (Lcl) - 1630 EDT

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

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

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

Make/Model - NORTH AMERICAN SNJ-5	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAKELAND MUNI
Wind Dir/Speed- 150/003 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 11.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - 2200 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1420
SE LAND	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 260
		Last 30 Days- 18
		Instrument- 0
		Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS TRYING TO EXPEDITE HIS TAXI IN ORDER TO EXIT THE RUNWAY. HE LOST CONTROL OF THE AIRCRAFT, IT GROUND LOOPED, & THE LEFT WING WAS DAMAGED.

Brief of Accident (Continued)

File No. - 278

4/13/89

LAKELAND, FL

A/C Reg. No. N15HB

Time (Lcl) - 1630 EDT

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

Finding(s)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL, WHICH RESULTED IN AN INADVERTENT GROUND LOOP.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 284      4/23/89      MIAMI, FL      A/C Reg. No. N704XE      Time (Lcl) - 1615 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	Pass	0	0	1
Accident Occurred During	-LANDING					

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

Make/Model	- CESSNA 152	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	MIAMI, FL	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	Type of Clearance	- N/A
Lowest Ceiling	Type Apch/Lndg	- N/A
Obstructions to Vision	- FORCED LANDING	
Precipitation		
Condition of Light		

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total - 125
SE LAND	Months Since	- 6	Make/Model - 70
	Aircraft Type	- C-150	Instrument - 2
			Last 24 Hrs - 1
			Last 30 Days - 1
			Last 90 Days - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS CRUISING ALONG THE COASTLINE AT ABOUT 600 FT AGL, WHEN THE ENG BEGAN TO LOSE POWER & RUN ROUGH. A FORCED LDG WAS PERFORMED WHEN THE PLT REALIZED THERE WAS INSUFFICIENT POWER AVAIL TO SUSTAIN FLT. SUBSEQUENTLY, THE ACFT TOUCHED DOWN ON ROUGH TERRAIN & NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE ROCKER SHAFT BOSS ON THE #3 CYLINDER HAD FAILED.

Brief of Accident (Continued)

File No. - 284

4/23/89

MIAMI, FL

A/C Reg. No. N704XE

Time (Lcl) - 1615 EDT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FAILURE OF A ROCKER SHAFT BOSS ON THE NUMBER THREE CYLINDER. A RELATED FACTOR WAS THE ROUGH TERRAIN  
IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 330      5/18/89      MELBOURNE, FL      A/C Reg. No. N29241      Time (Lcl) - 1055 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	VERO BEACH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	VALKARIA
Wind Dir/Speed- 080/012 KTS		Runway Ident - 32
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 700
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - PA-44	Make/Model- 65
		Last 30 Days- 120
		Instrument- 55
		Last 90 Days- 250
		Multi-Eng - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI ABORTED THE TAKEOFF IMMEDIATELY AFTER LIFTOFF AND DURING THE ABORT THE ACFT RAN OFF THE RWY END AND COLLIDED WITH TREES. THE CFI STATED THAT HE FELT THAT THE ACFT WAS NOT DEVELOPING FULL POWER. POST ACCIDENT INVEST OF THE ENG REVEALED NO EVIDENCE OF MALFUNCTION. THE CFI WAS USING RWY 32 AND THE WIND WAS FROM 080 DEGREES AT 12 KTS. THE DENSITY ALTITUDE WAS ABOUT 1,400 FT. THIS WAS AN INSTRUCTIONAL FLT WITH 3 PERSONS ON BOARD INCLUDING ONE STUDENT PLT AND AN OBSERVER PASSENGER. THE TAKEOFF WAS PART OF A STUDENT PLTS TOUCH & GO LNDG. THE CFI STATED THAT THE TAKEOFF OCCURRED NO MORE THAN HALF WAY DOWN THE 4,000 FT RWY BUT HE DID NOT START BRAKING THE ACFT DURING THE ABORT UNTIL 500-600 FT FROM THE DEPARTURE END OF THE RWY. THE ACFT PROCEEDED THRU THE CLEAR ZONE OF THE OVERRUN INTO TREES AT THE END OF RWY 32.

Brief of Accident (Continued)

File No. - 330

5/18/89

MELBOURNE, FL

A/C Reg. No. N29241

Time (Lcl) - 1055 EDT

Occurrence #1            OVERRUN  
Phase of Operation      TAKEOFF - ABORTED

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WRONG RUNWAY - SELECTED - DUAL STUDENT
4. TOUCH-AND-GO - ATTEMPTED - DUAL STUDENT
5. PROPER CLIMB RATE - NOT ATTAINED - DUAL STUDENT
6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND(CFI)
7. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

8. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE INSTRUCTORS DECISION TO ATTEMPT A TAKEOFF IN A HIGH DENSITY ALTITUDE SITUATION, WITH A QUARTERING TAILWIND.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 332      6/04/89      FORT LAUDERDALE, FL      A/C Reg. No. N94622      Time (Lc1) - 1116 EDT

-----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	1

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

Fire  
NONE

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

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

Eng Make/Model - LYCOMING O-235  
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- 140/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4500 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

FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

FORT LAUDERDALE EXECUTIVE

Runway Ident - 13

Runway Lth/Wid - 4000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 44

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - PA-44

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	-	300	Last 24 Hrs -	1
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Make/Model-	124	Last 30 Days-	1
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Instrument-	58	Last 90 Days-	21
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Multi-Eng -	16
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & HIS SON WERE RETURNING FROM A FLT IN THE LOCAL AREA. TWR PERSNL & A CFI IN HIS ACFT AT THE APRCH END OF THE RWY, OBSERVED THE ACFT MAKING A FULL FLAP, STEEP APRCH. THE NOSE GEAR HIT FIRST, THEN THE MAINS WITH SUFFICIENT FORCE TO "MAKE THE STRUTS BEND SEVERELY" & BOUNCE ABOUT 20 FT INTO THE AIR. ON THE LAST IMPACT, PARTS OF THE NOSE GEAR SEPARATED FROM THE ACFT AND THE ACFT SLID TO A STOP ON ITS NOSE & PROP. THE PLT STATED THE TOUCHDOWN FELT NORMAL TO HIM, BUT HE MAY HAVE LOWERED THE NOSE TOO FAST. HE STATED THAT HE LOOKED AT THE AIRSPEED IND DURING THE FLARE & SAW ABOUT 45 KTS. AFTER THE ACCIDENT, THE PLT STATED THAT HE THOUGHT HE MAY HAVE OBSERVED SOME PRE-EXISTING CRACK(S) IN THE FAILED COMPONENTS, BUT MAINT PERSNL FOUND NO EVIDENCE OF ANY PRE-EXISTING CRACK(S).



Brief of Accident (Continued)

File No. - 332

6/04/89

FORT LAUDERDALE, FL

A/C Reg. No. N94622

Time (Lc1) - 1116 EDT

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

Finding(s)

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

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

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S LATE FLARE WHICH RESULTED IN A HARD LANDING THAT EXCEEDED THE DESIGN STRESS LIMITS OF THE AIRPLANE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 307      1/27/89      CUMMING, GA      A/C Reg. No. N2556U      Time (Lcl) - 0343 EST

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

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

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

Make/Model - CESSNA 172D	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHAMBLEE, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	KENNESAW, GA	MATHIS
Wind Dir/Speed- 330/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 900 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 900 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1300
SE LAND	Months Since - 18	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 730
		Instrument- 7
		Multi-Eng - 150
		Last 30 Days- 6
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD MADE A FLIGHT FROM HIS HOME AIRPORT TO AUGUSTA AND UPON RETURNING, HAD TO DIVERT DUE TO WEATHER. HE HAD DEPARTED AUGUSTA ABOUT 2315, LANDED AT PDK ABOUT 2400, AND OBTAINED A WEATHER BRIEFING FROM FSS ABOUT 0122. THE BRIEFER INDICATED THAT WEATHER CONDITIONS WERE IFR AND THE PILOT STATED THAT HE WAS 'INSTRUMENT' BUT THE PLANE WAS NOT (NO ATTITUDE INDICATOR). THE PILOT INDICATED THAT HE DEPARTED PDK FOR MCCOLLUM ABOUT 0245. AT 0306, ZTL RECORDED A CALL FROM THE PILOT THAT HE "GOT INTO SOME SOUP AND WAS VFR". HE INDICATED THAT HE WAS NOT IFR QUALIFIED. AFTER SOME VECTORS, THE PILOT INDICATED THAT HE COULD SEE THE GROUND. HE WAS TURNED TOWARD PDK AT HIS REQUEST AND THEN RADIOED THAT HE WAS OUT OF FUEL. HE HAD INDICATED SUFFICIENT FUEL FOR 1 1/2 HOURS EARLIER IN THE SEQUENCE OF EVENTS. TOTAL TIME FROM INITIAL RADIO CONTACT TO FUEL EXHAUSTION WAS ABOUT 32 MINUTES. DURING THE FORCED LANDING THE AIRCRAFT COLLIDED WITH A POWER LINE AND TREES.

Brief of Accident (Continued)

File No. - 307

1/27/89

CUMMING,GA

A/C Reg. No. N2556U

Time (Lcl) - 0343 EST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

4. FLUID,FUEL - EXHAUSTION
5. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. OBJECT - WIRE,TRANSMISSION
7. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S DECISION TO ATTEMPT VFR FLIGHT IN ADVERSE METEOROLOGICAL CONDITIONS AT NIGHT WITH AN INOPERATIVE ATTITUDE INDICATOR AND INSUFFICIENT FUEL RESERVE FOR THE INTENDED FLIGHT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 250      3/30/89      STATESBORO, GA      A/C Reg. No. N9583G      Time (Lcl) - 1830 EST

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

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

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

Make/Model	- CESSNA A188B	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- 270/003 KTS	ATC/Airspace	- N/A
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- DIRT
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DUSK		

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

Pilot-In-Command	Age - 19	Medical Certificate	- NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1242	Last 24 Hrs - 2
SE LAND	Months Since - 19	Make/Model - 601	Last 30 Days - 29
	Aircraft Type - 17-30A	Instrument - 95	Last 90 Days - 46
		Multi-Eng - 28	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT THE ENGINE HAD A TOTAL POWER LOSS. THE AIRCRAFT BOUNCED THREE TIMES DURING THE FORCED LANDING AND RECEIVED SUBSTANTIAL DAMAGE WHEN IT FLIPPED OVER ON THE THIRD BOUNCE. THE PILOT MADE STATEMENTS TO THREE PERSONS THAT HE "RAN OUT OF GAS". A FOURTH PERSON ALLEGES THAT HE SAW FUEL RUNNING FROM THE AIRCRAFT. THE ENGINE WAS SUBSEQUENTLY TEST RUN AND OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 250

3/30/89

STATESBORO,GA

A/C Reg. No. N9583G

Time (Lcl) - 1830 EST

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

Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID,FUEL - EXHAUSTION

2. REFUELING - NOT PERFORMED - PILOT IN COMMAND

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2            FORCED LANDING

Phase of Operation      DESCENT - EMERGENCY

Occurrence #3            NOSE OVER

Phase of Operation      LANDING - FLARE/TOUCHDOWN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
IMPROPER INFLIGHT PLANNING WHICH ALLOWED THE ENGINE TO LOSE POWER DUE TO FUEL EXHAUSTION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 385      5/29/89      ROSWELL,GA      A/C Reg. No. N7043T      Time (Lcl) - 1700 EDT

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

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

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

Make/Model - ROTORWAY EXEC	Eng Make/Model - ROTORWAY RW152	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 152 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	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 62
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 62
		Last 30 Days- 0
		Instrument- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT SAID THE "HELICOPTER STARTED CIRCLING TO THE LEFT" AS HE WAS HOVERING IN HIS BACKYARD. HIS ATTEMPTS TO RECOVER TO A STEADY HOVER WERE UNSUCCESSFUL AND ABOUT 2-3 FEET AGL THE BLADES CAME IN CONTACT WITH THE GROUND. THE HELICOPTER LANDED ON ITS LEFT SIDE CAUSING SUBSTANTIAL DAMAGE. HE ATTRIBUTED THE OCCURENCE TO BREAKAGE OF THE TAIL ROTOR OR BELT SLIPPAGE. HOWEVER, EXAMINATION OF THE WRECKAGE REVEALED THAT THE TAIL ROTOR WAS FUNCTIONING AND THE BELT WAS INTACT AT THE TIME OF IMPACT.

Brief of Accident (Continued)

File No. - 385

5/29/89

ROSWELL,GA

A/C Reg. No. N7043T

Time (Lcl) - 1700 EDT

---

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

Finding(s)

1. TAIL ROTOR PEDALS - IMPROPER USE OF - PILOT IN COMMAND
  2.        LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

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

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOTS IMPROPER USE OF THE TAIL ROTOR CONTROLS WHILE IN A HOVER. ADDING TO THIS WAS THE PILOTS TOTAL LACK OF  
EXPERIENCE OPERATING HELICOPTERS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 337      2/08/89      HONOLULU, HI      A/C Reg. No. N6149G      Time (Lc1) - 1752 HST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/007 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 2000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MOLAKAI, HI</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data HONOLULU INTL</p> <p>Runway Ident - 22L</p> <p>Runway Lth/Wid - 9000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 4000
	Aircraft Type - UNK/NR	Instrument- 515
		Multi-Eng - 6000
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ATP PLT (AP) IN CESSNA 150 (C150), N6149G, APCHD ARPT FM EAST FOR STRAIGHT-IN LNDG AS STUDENT PLT (SP) IN CESSNA 152 (C152), N88TE, APCHD FM NW. TFC WAS HVY & PLT OF 3RD HI WING CESSNA (C172, N758ND) WAS INBND TO ENTER RGT TFC BHND C152 & LND ON RWY 22R. AT 1748:43, TWR CTLR (LC) CLRD C150 TO LND (STRAIGHT-IN) ON RWY 22L; 58 SEC LTR, SP (C152) CTCD TWR FOR LNDG INSTRN & ENTERED ANGLING DWNWND. WHEN SP CTCD TWR, LC SAW HI WING CESSNA (PROBABLY C172) NW OF ARPT, THOUGHT IT WAS SP'S C152 & CLRD SP TO LND ON RWY 22R. AT 1751:32, 3RD PLT (C172) CTCD TWR, REQD LNDG ON RWY 22R & WAS CLRD TO LND; 19 SEC LTR, JUST BFR TURNING TO BASE LEG, SP'S CLNC WAS CHGD TO LND ON RWY 22L. SUBSEQUENTLY, C150 & C152 COLLIDED, ABT 20 TO 30 FT AGL ON FINAL APCH FOR RWY 22L. THEY CONVERGED WHILE TRAVELING AT ABT SAME SPD. NEITHER PLT SAW OTR ACFT BFR ACDNT. LC HAD C150 IN SIGHT ON FINAL APCH, BUT INDCD HE ACTUALLY SAW C172, WHEN HE THOUGHT HE HAD C152 IN SIGHT. ALSO, HE NOTED THAT WITH DEVELOPMENT OF HOUSING ON MTNS TO NORTH, ACFT FLYING NORTH OF ARPT BLENDED WITH BACKGROUND.



Brief of Accident (Continued)

File No. - 337

2/08/89

HONOLULU, HI

A/C Reg. No. N6149G

Time (Lcl) - 1752 HST

Occurrence #1 MIDAIR COLLISION

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IDENTIFICATION OF AIRCRAFT VISUALLY - NOT ATTAINED - ATC PSNL(LCL/GND/CLNC)
2. VISUAL/AURAL PERCEPTION - ATC PSNL(LCL/GND/CLNC)
3. EXCESSIVE WORKLOAD (TASK OVERLOAD) -
4. CONTROL TOWER SERVICE - INADEQUATE - ATC PSNL(LCL/GND/CLNC)
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
7. LACK OF TOTAL EXPERIENCE - PILOT OF OTHER AIRCRAFT

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 was:  
INADEQUATE CONTROL TOWER SERVICE PROVIDED BY THE LOCAL CONTROLLER (LC), AND FAILURE OF THE TWO PILOTS TO SEE AND  
AVOID EACH OTHER'S AIRCRAFT. RELATED FACTORS WERE: IDENTIFICATION OF THE WRONG AIRCRAFT BY THE LOCAL CONTROLLER,  
HIS EXCESSIVE WORKLOAD (HEAVY TRAFFIC), AND VISUAL PERCEPTION FROM THE LOCAL CONTROLLER'S POINT OF VIEW.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 337      2/08/89      HONOLULU, HI      A/C Reg. No. N88TE      Time (Lc1) - 1752 HST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HONOLULU, HI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HONOLULU INTL
Wind Dir/Speed- 290/007 KTS	ATC/Airspace	Runway Ident - 22L
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9000/ 150
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 53
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 53
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

ATP PLT (AP) IN CESSNA 150 (C150), N6149G, APCHD ARPT FM EAST FOR STRAIGHT-IN LNDG AS STUDENT PLT (SP) IN CESSNA 152 (C152), N88TE, APCHD FM NW. TFC WAS HVY & PLT OF 3RD HI WING CESSNA (C172, N758ND) WAS INBND TO ENTER RGT TFC BHND C152 & LND ON RWY 22R. AT 1748:43, TWR CTLR (LC) CLRD C150 TO LND (STRAIGHT-IN) ON RWY 22L; 58 SEC LTR, SP (C152) CTCD TWR FOR LNDG INSTRN & ENTERED ANGLING DWNWND. WHEN SP CTCD TWR, LC SAW HI WING CESSNA (PROBABLY C172) NW OF ARPT, THOUGHT IT WAS SP'S C152 & CLRD SP TO LND ON RWY 22R. AT 1751:32, 3RD PLT (C172) CTCD TWR, REQD LNDG ON RWY 22R & WAS CLRD TO LND; 19 SEC LTR, JUST BFR TURNING TO BASE LEG, SP'S CLNC WAS CHGD TO LND ON RWY 22L. SUBSEQUENTLY, C150 & C152 COLLIDED, ABT 20 TO 30 FT AGL ON FINAL APCH FOR RWY 22L. THEY CONVERGED WHILE TRAVELING AT ABT SAME SPD. NEITHER PLT SAW OTR ACFT BFR ACDNT. LC HAD C150 IN SIGHT ON FINAL APCH, BUT INDCD HE ACTUALLY SAW C172, WHEN HE THOUGHT HE HAD C152 IN SIGHT. ALSO, HE NOTED THAT WITH DEVELOPMENT OF HOUSING ON MTNS TO NORTH, ACFT FLYING NORTH OF ARPT BLENDED WITH BACKGROUND.

Brief of Accident (Continued)

File No. - 337

2/08/89

HONOLULU, HI

A/C Reg. No. N88TE

Time (Lcl) - 1752 HST

Occurrence #1 MIDAIR COLLISION  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IDENTIFICATION OF AIRCRAFT VISUALLY - IMPROPER - ATC PSNL(LCL/GND/CLNC)
2. VISUAL/AURAL PERCEPTION - ATC PSNL(LCL/GND/CLNC)
3. EXCESSIVE WORKLOAD (TASK OVERLOAD) -
4. CONTROL TOWER SERVICE - INADEQUATE - ATC PSNL(LCL/GND/CLNC)
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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 was:  
INADEQUATE CONTROL TOWER SERVICE PROVIDED BY THE LOCAL CONTROLLER (LC), AND FAILURE OF THE TWO PILOTS TO SEE AND  
AVOID EACH OTHER'S AIRCRAFT. RELATED FACTORS WERE: IDENTIFICATION OF THE WRONG AIRCRAFT BY THE LOCAL CONTROLLER,  
HIS EXCESSIVE WORKLOAD (HEAVY TRAFFIC), AND VISUAL PERCEPTION FROM THE LOCAL CONTROLLERS POINT OF VIEW.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 212      5/17/89      LEWISTON, ID      A/C Reg. No. N5013C      Time (Lcl) - 1415 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

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

Eng Make/Model      - ALLISON 250-C20B  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 420 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 225/006 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 41  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type - UNK/NR

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

Total	- 5335	Last 24 Hrs	- 3
Make/Model-	2956	Last 30 Days-	12
Instrument-	488	Last 90 Days-	12
		Rotorcraft	- 5286

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING PRACTICE EXTERNAL LOAD (WATER DROP) OPS, PLT AT CONTROLS WAS MANEUVERING FOR DROP AND FAILED TO ALLOW FOR A LOAD SWING WHICH CAUSED THE HELICOPTER TO PITCH UP. PLT LOWERED COLLECTIVE AND COLLIDED WITH TERRAIN. BOTH PILOTS WERE PRACTICING WATER DROPS DURING THE FLIGHT.

Brief of Accident (Continued)

File No. - 212

5/17/89

LEWISTON, ID

A/C Reg. No. N5013C

Time (Lcl) - 1415 PDT

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

Finding(s)

1. EXTERNAL LOAD EQUIPMENT - MISJUDGED - PILOT IN COMMAND
  2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S IMPROPER USE OF THE HELICOPTER'S FLIGHT CONTROLS. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S  
MISJUDGEMENT OF THE EXTERNAL LOAD CHARACTERISTICS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 324      6/20/89      MINDEN, LA      A/C Reg. No. N60625      Time (Lc1) - 0859 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SHREVEPORT, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GREENVILLE, MS	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,FLT ENG	Current - YES	Total - 9000
SE LAND, ME LAND	Months Since - 7	Make/Model- 250
	Aircraft Type - B727	Instrument- 1900
		Multi-Eng - 8250
		Last 24 Hrs - 1
		Last 30 Days- 50
		Last 90 Days- 150
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE HAD JUST BEEN PURCHASED AND WAS BEING FERRIED TO A NEW LOCATION. THE PILOT SAID HE HAD LEVELED OFF AT 3,500 FEET, AND WAS ATTEMPTING TO LEAN THE FUEL MIXTURE, BUT THE ENGINE STARTED RUNNING ROUGH. HE PLACED THE MIXTURE CONTROL BACK TO FULL RICH AND THE ENGINE SMOOTHED OUT, SO HE DECIDED TO FLY THE REMAINDER OF THE FLIGHT IN FULL RICH. HE SAID THE ENGINE RAN GOOD FOR FIVE MINUTES, THEN THE RPM STARTED TO FALL FROM 2,400 TO 1,500, AND HE WAS UNABLE TO MAINTAIN ALTITUDE AND AIRSPEED. ATC FURNISHED VECTORS TOWARD THE NEAREST AIRPORT, BUT THE ENGINE QUIT COMPLETELY AND THE PILOT HAD TO MAKE A FORCED LANDING IN A HEAVILY WOODED AREA. POST ACCIDENT INVESTIGATION REVEALED THAT THE MIXTURE CONTROL HOUSING, AT THE CARBURETOR, HAD SLIPPED FROM THE ATTACHMENT CLAMP. THE MIXTURE CONTROL ARM WAS FOUND IN CUTOFF AND IT WAS FOUND THAT IT WOULD NOT MOVE OUT OF CUTOFF, DESPITE THE POSITION OF THE MIXTURE CONTROL IN THE COCKPIT. IT COULD BE MOVED MANUALLY, AT THE CARBURETOR. THE ACFT HAD AN ANNUAL UNSPECTION 1.6 HOURS BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 324

6/20/89

MINDEN,LA

A/C Reg. No. N60625

Time (Lcl) - 0859 CDT

-----  
Occurrence #1            LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL  
    1. MIXTURE CONTROL - DISCONNECTED  
    2. MAINTENANCE,ANNUAL INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL  
-----

-----  
Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

-----  
Occurrence #3            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY  
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Finding(s)  
    3. OBJECT - TREE(S)  
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-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE LOSS OF ENGINE POWER DUE TO IMPROPER MAINTENANCE PERFORMED DURING AN ANNUAL INSPECTION 1.6 FLYING HOURS PRIOR TO  
THE ACCIDENT WHICH RESULTED IN THE MIXTURE CONTROL BECOMING DISCONNECTED.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 221      3/11/89      GINGERVILLE, MD      A/C Reg. No. N9378T      Time (Lc1) - 2026 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	WOODBINE, NJ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	COLLEGE PARK, MD	Runway Ident - N/A
Wind Dir/Speed- 160/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 180
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 32
		Instrument- 6
		Multi-Eng - 1
		Last 30 Days- 13
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FLOWN FROM PITTSBURG, PA, TO CARROLLTON, OH, WHERE IT WAS TOPPED OFF WITH FUEL. THE PLT STATED THAT THE NEXT INTENDED STOP WAS ATLANTIC CITY, NJ, HOWEVER, THE PLT DECIDED EN ROUTE TO CONTINUE TO OCEAN CITY, NJ. AFTER PASSING WOODBINE, NJ, EN ROUTE TO OCEAN CITY, THE PLT DECIDED TO RETURN TO WOODBINE FOR FUEL. AFTER LANDING IT WAS DISCOVERED THAT THE AIRPORT WAS CLOSED AND FUEL WAS UNAVAILABLE. THE FLT WAS THEN CONTINUED TO THE FINAL DESTINATION OF COLLEGE PARK, MD. THE PLT FLEW TO ANNAPOLIS, MD. WHICH HE WAS USING AS A REFERENCE POINT THEN NORTHWEST TO COLLEGE PARK. UNABLE TO LOCATE COLLEGE PARK, THE PLT RETURNED TO ANNAPOLIS AND INFORMED ATC THAT HE WAS LOW ON FUEL. ATC ISSUED VECTORS TO NEARBY LEE AIRPORT, HOWEVER, FUEL EXHAUSTION OCCURRED PRIOR TO REACHING THE AIRPORT. THE ACFT CONTACTED POWER LINES, A CONCRETE MEDIAN BARRIER AND A VAN DURING THE FORCED LANDING ON ROUTE 2 SOUTH OF ANNAPOLIS.



Brief of Accident (Continued)

File No. - 221

3/11/89

GINGERVILLE,MD

A/C Reg. No. N9378T

Time (Lc1) - 2026 EST

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

Finding(s)

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

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - WIRE,TRANSMISSION
5. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S IMPROPER PLANNING AND DECISION MAKING EN ROUTE THAT RESULTED IN HIS FAILURE TO STOP AND REFUEL THE  
AIRPLANE AND FUEL EXHAUSTION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 290 1/15/89 MALMO,MN

A/C Reg. No. N4096H

Time (Lcl) - 1500 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

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

Make/Model - MOONEY M20  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIO-360  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - TV WX  
Method - TV/RADIO  
Completeness - UNK/NR  
Basic Weather - VMC

Wind Dir/Speed- 210/006 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 1500 FT OVERCAST  
Obstructions to Vision- BLOWING SNOW  
Precipitation - SNOW  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
EDEN PRAIRIE,MN  
Destination  
BRAINARD,MN

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 34  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - M20K

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

Total	- 717	Last 24 Hrs -	0
Make/Model-	200	Last 30 Days-	0
Instrument-	UNK/NR	Last 90 Days-	5
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT INADVERTENTLY ENTERED INSTRUMENT FLIGHT CONDITIONS AND EXPERIENCED WHITEOUT CONDITIONS. SUBSEQUENTLY, HE LOST CONTROL OF THE AIRCRAFT & IT CRASHED ON A FROZEN LAKE.

Brief of Accident (Continued)

File No. - 290

1/15/89

MALMO, MN

A/C Reg. No. N4096H

Time (Lc1) - 1500 CST

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

Finding(s)

1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - WHITEOUT
3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

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

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

Finding(s)

7. TERRAIN CONDITION - WATER, FROZEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S INADVERTENT VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC), WHICH RESULTED  
IN HIS LOSS OF AIRCRAFT CONTROL, DUE SPATIAL DISORIENTATION. A RELATED FACTOR TO THE ACCIDENT WAS:  
THE ADVERSE WEATHER CONDITION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 286      5/02/89      BUFFALO, MN      A/C Reg. No. N6436P      Time (Lcl) - 1700 CDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/006 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 9500 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 BUFFALO, MN</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data BUFFALO</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 2600/ 60</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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 31
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 15
		Last 30 Days- 7
		Instrument- 0
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT SAID THAT WHILE PRACTICING TAKE-OFFS & LANDINGS IN LIGHT X-WIND CONDITIONS, HE DID NOT MAINTAIN RUNWAY ALIGNMENT DURING THE 2ND LANDING. HE OVER-CORRECTED, FAILED TO REDUCE POWER TO IDLE, THEN APPLIED BRAKES. HE SAID HE PANICKED & DECIDED TO "RIDE IT OUT" RATHER THAN MAKE A GO-AROUND. SUBSEQUENTLY, THE ACFT WENT OFF THE RWY, CROSSED A DITCH & STOPPED WITH THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 286

5/02/89

BUFFALO, MN

A/C Reg. No. N6436P

Time (Lcl) - 1700 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL. FACTORS RELATED TO THE ACCIDENT WERE: THE CROSSWIND,  
THE PILOT'S IMPROPER COMPENSATION FOR WIND CONDITIONS, HIS IMPROPER USE OF THE THROTTLE, AND THE DITCH.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 319      5/07/89      MINNEAPOLIS,MN      A/C Reg. No. N6411K      Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ALEXANDRIA,MN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MINNEAPOLIS,MN	ANOKA CO
Wind Dir/Speed- 170/004 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 12.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4856/ 100
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 50
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT DURING THE LAST LEG OF A STUDENT, SOLO CROSS-COUNTRY TRIP, THE ENGINE BEGAN TO TO MIS-FIRE ABOUT 25 MILES FROM HIS DESTINATION ARPT. HE APPLIED CARB HEAT AND RICHENED THE MIXTURE, WHICH RESTORED NORMAL ENGINE OPERATION. ABOUT 6 MILES FROM DESTINATION, THE ENGINE ONCE AGAIN BEGAN MISSING AND APPLICATION OF CARB HEAT DID NOT RESOLVE THE PROBLEM. ABOUT 3 MILES FROM THE DESTINATION ARPT, THE ENGINE FAILED COMPLETELY. AN EMERGENCY LDG WAS ATTEMPTED ON THE ARPT, BUT THE AIRCRAFT STALLED AND CRASHED SOUTHEAST OF THE INTENDED RUNWAY. THE ACFT COLLIDED WITH TREE TOPS, THEN STRUCK THE WET, MARSHY TERRAIN AND OVERTURNED. POST ACCIDENT INVESTIGATION REVEALED THE ENGINE STOPPED DUE TO FUEL EXHAUSTION. THE ACFT HAD BEEN AIRBORNE FOR APRX 1 HOUR SINCE THE LAST TAKEOFF POINT.

Brief of Accident (Continued)

File No. - 319

5/07/89

MINNEAPOLIS, MN

A/C Reg. No. N6411K

Time (Lcl) - 1530 CDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. TERRAIN CONDITION - NONE SUITABLE
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4      NOSE OVER  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOTS FAILURE TO PROPERLY CALCULATE FUEL CONSUMPTION WHICH RESULTED IN AN INADEQUATE FUEL RESERVE AND FUEL EXHAUSTION PRIOR TO REACHING HIS DESTINATION. DURING THE ENSUING FORCED LANDING THE PILOT FAILED TO MAINTAIN AIRSPEED WHICH RESULTED IN AN INADVERTANT STALL INTO TREES WHILE TRYING TO FLY TO THE RUNWAY. CONTRIBUTING TO THE ACCIDENT WAS THE PILOTS FAILURE TO PERFORM A PRECAUTIONARY LANDING AT A CLOSER AIRPORT WHEN HE HAD THE OPPORTUNITY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 368      5/21/89      RAMSEY, MN      A/C Reg. No. N2746K      Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - LUSCOMBE 8F	Eng Make/Model - CONTINENTAL C-90	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	GATEWAY NORTH
Wind Dir/Speed- 130/008 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 60
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 315
SE LAND	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - 8F	Make/Model- 230
		Instrument- 3
		Multi-Eng - 1
		Last 30 Days- 6
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE RETURNING TO THE AIRPORT AFTER GIVING HIS PASSENGER HER FIRST AIRPLANE RIDE, THE PASSENGER BECAME ILL. WHILE ON FINAL APPROACH, THE PAX BENT FORWARD CAUSING CONTROL INTERFERENCE IN THE SIDE BY SIDE STICK CONFIGURED ACFT. THE PLT SAID HE WAS HAVING DIFFICULTY MAINTAINING CONTROL OF THE AIRCRAFT AND LANDED ABOUT 100 YARDS SHORT OF THE RUNWAY COLLIDING WITH A SEVEN FOOT DEEP DITCH. THE ACFT THEN NOSED OVER INTO AN INVERTED POSITION.



Brief of Accident (Continued)

File No. - 368

5/21/89

RAMSEY, MN

A/C Reg. No. N2746K

Time (Lcl) - 1830 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1.      PHYSICAL IMPAIRMENT(MOTION SICKNESS) - PASSENGER
2.      CONTROL INTERFERENCE - INADVERTENT - PASSENGER
3.      AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      NOSE DOWN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4.      TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PASSENGERS INTERFERENCE WITH THE FLIGHT CONTROLS AND THE PILOT'S FAILURE TO MAINTAIN CONTROL OF THE AIRCRAFT.  
CONTRIBUTING TO THE SEVERITY OF THE ACCIDENT WAS THE DITCH LOCATED SHORT OF THE RUNWAY WHICH THE AIRCRAFT CONTACTED.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 372      5/26/89      DULUTH,MN      A/C Reg. No. N45JB      Time (Lcl) - 0800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 180  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2800  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL O-470-R  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - COMMERCIAL WX SERVICE  
Method      - IN PERSON  
Completeness      - FULL

Basic Weather      - VMC  
Wind Dir/Speed-      300/013 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - N/A  
Lowest Ceiling      - 1600 FT OVERCAST  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
DULUTH,MN

Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

DULUTH  
Runway Ident      - 32  
Runway Lth/Wid      - 3051/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP  
SE LAND,ME LAND,SE SEA,ME SEA

Age - 45

Biennial Flight Review

Current      - YES  
Months Since      - 4  
Aircraft Type      - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 3100	Last 24 Hrs	- 1
Make/Model-	2000	Last 30 Days-	25
Instrument-	348	Last 90 Days-	50
Multi-Eng	- 500	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO LAND THE PLT ENCOUNTERED GUSTY, QUARTERING, CROSSWIND CONDITIONS. THE PLT LOST CONTROL OF THE AIRCRAFT AND IT NOSED OVER. THE WINDS, 20 NM NW WERE REPORTED OUT OF 300 DEGREES AT 13 KTS GUSTING TO 22. THE PLT ESTIMATED THE WINDS AT THE ACCIDENT SITE TO BE FROM 340 DEGREES AT 15 KTS GUSTING TO 30 WITH MODERATE TURBULENCE.

Brief of Accident (Continued)

File No. - 372

5/26/89

DULUTH, MN

A/C Reg. No. N45JB

Time (Lcl) - 0800 CDT

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Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. WEATHER CONDITION - TURBULENCE
  3. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

---

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT TO MAINTAIN CONTROL OF THE AIRCRAFT WHILE ATTEMPTING TO LAND IN TURBULENT GUSTY WIND  
CONDITIONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 393      5/31/89      ALEXANDRIA,MN      A/C Reg. No. N85459      Time (Lcl) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ALEXANDRIA,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ALEXANDRIA
Wind Dir/Speed- 020/010 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5100/ 100
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - 4000 FT.BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 746
SE LAND	Months Since - 1	Make/Model- 3
	Aircraft Type - 7AC	Instrument- 29
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 3
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT THAT WHILE ATTEMPTING TO START THE ACFT BY HAND PROPPING, THE ENGINE STARTED AND THE ACFT JUMPED THE CHOCKS. THE ACFT COLLIDED WITH A PARKED ACFT, CAUSING SUBSTANTIAL DAMAGE TO BOTH ACFT. THE PLT SAID THAT HE MUST HAVE MISJUDGED THE THROTTLE POSITION, CAUSING THE EXCESSIVE THRUST AFTER THE ENGINE STARTED.

Brief of Accident (Continued)

File No. - 393

5/31/89

ALEXANDRIA, MN

A/C Reg. No. N85459

Time (Lc1) - 0930 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI

1. TIE DOWN - NOT USED - PILOT IN COMMAND
2. THROTTLE/POWER CONTROL - MISJUDGED - PILOT IN COMMAND
3. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THAT PROPER STARTING PROCEDURES WERE NOT FOLLOWED BY THE PILOT IN COMMAND AND THE AIRCRAFT WAS NOT TIED DOWN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 288      4/17/89      ST JOSEPH, MO      A/C Reg. No. N14VV      Time (Lcl) - 1945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- VESTAL QUICKIE Q2	Eng Make/Model	- REVMaster 2100-DQ	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 75 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	ST JOSEPH, MO	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	ROSECRANS
Wind Dir/Speed	- 070/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 35
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Clearance	- 8058/ 150
Lowest Ceiling	- NONE	Type of Clearance	- CONCRETE
Obstructions to Vision	- NONE	Type Apch/Lndg	- FULL STOP
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 157
SE LAND	Months Since - 12	Make/Model-	3
	Aircraft Type - C-150	Instrument-	2
		Last 24 Hrs -	2
		Last 30 Days-	3
		Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT DURING A LANDING, HE FLARED TOO HIGH & THE ACFT STALLED & HIT THE RWY. DIRECTIONAL CONTROL WAS LOST & THE ACFT WENT OFF THE RWY & NOSED OVER. THE PLT HAD LESS THAN 3 HRS OF FLT TIME IN THIS MAKE & MODEL OF ACFT.

Brief of Accident (Continued)

File No. - 288

4/17/89

ST JOSEPH, MO

A/C Reg. No. N14VV

Time (Lcl) - 1945 CDT

Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S IMPROPER FLARE AND FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT. A FACTOR RELATED  
TO THE ACCIDENT WAS: THE PILOT'S LACK OF EXPERIENCE IN THIS MAKE AND MODEL OF AIRCRAFT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 287      4/21/89      LIBERTY,MO      A/C Reg. No. N59GH      Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - HUFF 1	Eng Make/Model - ROTAX 503	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 47 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LIBERTY,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LIBERTY LANDING
Wind Dir/Speed- 180/020 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 20
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 186
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
GYROPLANE	Aircraft Type - PA-38	Make/Model- 120
		Instrument- 0
		Last 30 Days- 21
		Last 90 Days- 46

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT, WHILE PRACTICING TAKEOFFS AND LNDGS, THERE WAS A PARTIAL LOSS OF ENG POWER DURING THE 3RD TAKEOFF. SUBSEQUENTLY, AN EMERG LNDG WAS MADE IN A PLOWED FIELD & THE GYROPLANE WAS DAMAGED WHEN THE ROTOR BLADES CONTACTED THE PUSHER PROP. THE WIND WAS RPRTD TO BE FROM 180 DEG AT 20 GUSTING 25 KTS & THE RPRTD TEMP WAS 85 DEG. NO SPECIFIC REASON WAS FOUND FOR THE POWER LOSS; THE PILOT HAD JUST INSTALLED THE ENG & IT HAD ACCUMULATED ABOUT 1/2 HR OF OPNL TIME.



Brief of Accident (Continued)

File No. - 287

4/21/89

LIBERTY, MO

A/C Reg. No. N59GH

Time (Lcl) - 1430 CDT

Occurrence #1      LOSS OF ENGINE POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
PARTIAL LOSS OF ENGINE POWER FOR AN UNKNOWN REASON. THE SOFT TERRAIN (PLOWED FIELD) WAS A RELATED FACTOR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 292      4/22/89      CREVE COUER,MO      A/C Reg. No. N19220      Time (Lcl) - 0830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During -LANDING			0	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTNENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CREVE COVER
Wind Dir/Speed- 240/004 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 28
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 18
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 18
		Last 30 Days- 10
		Instrument- 0
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING TAKEOFFS & LANDINGS, THE STUDENT PLT MISJUDGED HIS TOUCHDOWN POINT. THE ACFT TOUCHED DOWN IN A PLOWED/FURROWED FIELD ABOUT 20 FEET SHORT OF THE RWY & BOUNCED ABOUT 50 FT ONTO THE RWY, WHERE THE NOSE GEAR COLLAPSED & THE PROPELLER STRUCK THE RWY. THE ACFT THEN SLID TO A STOP ON ITS NOSE.

Brief of Accident (Continued)

File No. - 292

4/22/89

CREVE COUER,MO

A/C Reg. No. N19220

Time (Lc1) - 0830 CDT

Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2           IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3           NOSE GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

6. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S MISJUDGEMENT OF ALTITUDE AND DISTANCE TO THE RUNWAY, AND HIS FAILURE TO ATTAIN THE PROPER  
TOUCHDOWN POINT FOR LANDING. A FACTOR RELATED TO THE ACCIDENT WAS: THE SOFT/UNEVEN TERRAIN SHORT OF  
THE RUNWAY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 291      5/04/89      WENTZVILLE, MO      A/C Reg. No. N5092D      Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During - LANDING			0	0	1
					None
					0

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DECATUR, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WENTZVILLE
Wind Dir/Speed- 140/007 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 3.000 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2395/ 50
Lowest Sky/Clouds - N/A	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 5500 FT BROKEN	Type Apch/Lndg - GO AROUND	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 160
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 159
		Last 30 Days- 25
		Instrument- 1
		Last 90 Days- 51

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT DUE TO MARGINAL VFR WX & RAIN, HE ELECTED TO LAND AT AN EN ROUTE ARPT TO WAIT FOR AN IMPROVEMENT IN THE WX. HE LANDED WITH A QUARTERING TAILWIND. ONCE ON THE RWY, HE FELT HE COULD NOT STOP IN THE REMAINING DISTANCE. HE ELECTED TO ABORT THE LANDING, BUT WAS UNABLE TO GAIN SUFFICIENT ALTITUDE TO CLEAR POWER LINES NORTH OF THE ARPT. AFTER HITTING THE POWER LINES, THE ACFT CRASHED ONTO A PARKING LOT. THE PLT SAID HE COULD NOT LOCATE THE WINDSOCK & WAS UNAWARE OF THE WIND CONDITION.

Brief of Accident (Continued)

File No. - 291

5/04/89

WENTZVILLE,MO

A/C Reg. No. N5092D

Time (Lcl) - 0900 CDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. WEATHER CONDITION - RAIN
  2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - ABORTED

Finding(s)

3. WEATHER CONDITION - TAILWIND
  4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  6. GO-AROUND - DELAYED - PILOT IN COMMAND
  7. OBJECT - WIRE,TRANSMISSION
  8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S DELAY IN ABORTING THE LANDING, AND HIS FAILURE TO MAINTAIN CLEARANCE FROM THE POWER LINES.  
FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT'S SELECTION OF THE WRONG RUNWAY, THE ADVERSE WEATHER  
CONDITIONS, THE PILOT'S FAILURE TO ATTAIN THE PROPER TOUCHDOWN POINT DURING THE LANDING, AND THE LOCATION  
OF THE POWER LINES.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 323      5/11/89      MOBERLY,MO      A/C Reg. No. N7741W      Time (Lcl) - 1315 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -TAKEOFF							

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MOBERLY,MO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BLUE MOUND,IL	OMAR BRADLEY
Wind Dir/Speed- 040/014 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3720/ 60
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 42
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 42
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE CONTINUATION OF A STUDENT SOLO CROSS-COUNTRY FLT, WHILE ON A TAKEOFF GROUND RUN, THE ACFT VEERED ABRUPTLY TO THE LEFT AND A LOSS OF DIRECTIONAL CONTROL RESULTED. THE ACFT TRAVELED OFF THE RUNWAY AND COLLIDED WITH A DITCH. THE PLT AND WITNESSES STATED THERE WERE NUMEROUS DUST DEVILS IN THE AREA ALONG WITH THERMAL ACTIVITY. THE PLT FELT THAT THE WEATHER CONTRIBUTED TO THE LOSS OF CONTROL AND SUBSEQUENT CRASH.

Brief of Accident (Continued)

File No. - 323

5/11/89

MOBERLY, MO

A/C Reg. No. N7741W

Time (Lcl) - 1315 CDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3.     LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT IN COMMAND TO MAINTAIN CONTROL OF THE AIRCRAFT WHILE ON TAKEOFF GROUND RUN. CONTRIBUTING  
TO THIS LACK OF CONTROL WERE WIND GUSTS FROM DUST DEVILS IN THE AREA, THERMAL ACTIVITY, AND THE PILOT'S LACK  
OF EXPERIENCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 369      5/18/89      WARRENSBURG,MO      A/C Reg. No. N24984      Time (Lcl) - 1335 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During - MANEUVERING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WARRENSBURG,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SKY HAVEN
Wind Dir/Speed- 120/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1200
SE LAND,ME LAND	Months Since - 2	Last 24 Hrs - 1
	Aircraft Type - GA-7	Make/Model- 650
		Instrument- 65
		Last 30 Days- 100
		Last 90 Days- 250
		Multi-Eng - 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TEACHING A STUDENT PILOT EMERGENCY LANDING PROCEDURES, THE CFI EXECUTED A GO-AROUND NEAR THE TERRAIN. THE ACFT COLLIDED WITH POWER LINES SUSTAINING SUBSTANTIAL DAMAGE, BUT WAS ABLE TO SAY ALOFT AND CONTINUE BACK TO THE HOME AIRPORT FOR AN UNEVENTFUL LANDING. DAMAGE OCCURRED TO THE WINDSHIELD, BOTH LANDING GEAR FAIRINGS, THE RIGHT AILERON, AND THE HORIZONTAL AND VERTICAL STABILIZERS.



Brief of Accident (Continued)

File No. - 369

5/18/89

WARRENSBURG,MO

A/C Reg. No. N24984

Time (Lcl) - 1335 CDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       MANEUVERING

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED -
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND(CFI)
4. OBJECT - WIRE,STATIC

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE CFI TO VISUALLY ACQUIRE AND MAINTAIN CLEARANCE FROM POWER LINES, WHICH THE AIRPLANE SUBSEQUENTLY CONTACTED.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 395      6/02/89      POPLAR BLUFF, MO      A/C Reg. No. N3159W      Time (Lcl) - 1315 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire		Crew	0	0	0
Flight Conducted Under	-14 CFR 137	NONE		Pass	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- AIR TRACTOR AT-400	Eng Make/Model	- P&W PT6-15AG	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 7800	Engine Type	- TURBOPROP		
No. of Seats	- 1	Rated Power	- 680 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	POPLAR BLUFF, MO	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 240/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	Total	- 4750
SE LAND	Months Since	Make/Model	- 700
	Aircraft Type	Instrument	- 13
		Multi-Eng	- 8
		Last 24 Hrs	- 10
		Last 30 Days	- 75
		Last 90 Days	- 100
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CONDUCTING AN AERIAL APPLICATION OPERATION, THE COMMERCIAL PLT FLEW UNDER POWER LINES. THE NEUTRAL STABILIZER FAILED TO CLEAR THE LINES WHICH CAUSED SUBSTANTIAL DAMAGE TO THE EMPENNAGE. THE PLT SAID THE RUDDER WAS INOPERABLE SO HE ATTEMPTED TO MAKE A STRAIGHT AHEAD EMERGENCY LANDING IN A FARM FIELD. THE ACFT COLLIDED WITH THE TERRAIN CAUSING ADDITIONAL DAMAGE TO THE LANDING GEAR AND WINGS.

Brief of Accident (Continued)

File No. - 395

6/02/89

POPLAR BLUFF, MO

A/C Reg. No. N3159W

Time (Lcl) - 1315 CDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       MANEUVERING

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  2. OBJECT - WIRE, TRANSMISSION
- 

Occurrence #2            FORCED LANDING  
Phase of Operation       DESCENT - EMERGENCY

Finding(s)

3. FLIGHT CONTROL, RUDDER - JAMMED
- 

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 was:  
THE PILOT IN COMMAND MISJUDGED THE CLEARANCE OF THE AIRCRAFT'S VERTICAL STABILIZER FROM THE POWER LINES.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 285      6/19/89      GRAIN VALLEY, MO      A/C Reg. No. N3148V      Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	1	0
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 150M

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 340/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

EAST KANSAS CITY

Runway Ident - 27

Runway Lth/Wid - 3800/ 45

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 45

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

Make/Model- 7

Instrument- UNK/NR

Multi-Eng - 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING LNDGS ON HER 1ST SUPRVSD SOLO FLT IN A CESSNA 150. SHE STATED THE ACFT BOUNCED SEVERAL TIMES ON THE RWY, SO PWR WAS ADDED TO MAKE A GO-AROUND. AS SHE APPLIED POWER & RAISED THE FLAPS A NOTCH, THE ACFT DRIFTED TO THE LEFT & COLLIDED WITH TREES, LESS THAN 100 FT SOUTH OF THE RWY.

Brief of Accident (Continued)

File No. - 285

6/19/89

GRAIN VALLEY, MO

A/C Reg. No. N3148V

Time (Lcl) - 1330 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING - ABORTED

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. OBJECT - TREE(S)
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
6. 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 was:  
FAILURE OF THE STUDENT PILOT TO MAINTAIN PROPER RUNWAY ALIGNMENT, WHILE ABORTING A BOUNCED LANDING.  
FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT'S IMPROPER FLARE AND LACK OF EXPERIENCE IN THE MAKE  
AND MODEL OF AIRCRAFT, THE RIGHT CROSSWIND, AND THE PROXIMITY OF TREES.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 240      2/19/89      BLUE MOUNTAIN,MS      A/C Reg. No. N3937F      Time (Lcl) - 1915 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - CRUISE

Aircraft Damage  
DESTROYED

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2200  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - IMC

Wind Dir/Speed- 150/004 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 1400 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
TUPELO,MS  
Destination  
MEMPHIS,TN

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 - 16  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 163	Last 24 Hrs -	1
Make/Model-	136	Last 30 Days-	1
Instrument-	1	Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INST RATED PLT & HIS WIFE LANDED SHORT OF THEIR DEST DUE TO ADVERSE WX DURING DAYLIGHT HRS. HE ELECTED TO CONTINUE THE FLT AFTER DARK IN WORSENING WX IN SPITE OF BEING ADVISED BY A PLT WHO HAD JUST FLOWN THE ROUTE THAT THE WX WAS NOT GOOD & THE WIFE BEGGING HIM NOT TO CONTINUE. THE WRECKAGE WAS LOCATED 2 DAYS LATER WHERE IT HAD CRASHED IN A STEEP NOSE DOWN ATTITUDE INTO A SPARSELY POPULATED, RURAL, WOODED AREA. A WITNESS LOCATED ABOUT 9 MILES FROM THE CRASH SITE HAD OBSERVED AN ACFT FLYING AT ABOUT 200 FEET IN THE DIRECTION OF THE CRASH SITE, ALONG HWY 78, AT ABOUT THE TIME OF THE ACCIDENT. THE PLT HAD LESS THAN 1 HR SIMULATED INSTRUMENT FLT TIME & NONE SINCE HE TOOK HIS PVT FLT TEST ABOUT 18 MONTHS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 240

2/19/89

BLUE MOUNTAIN, MS

A/C Reg. No. N3937F

Time (Lcl) - 1915 CST

---

Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. LIGHT CONDITION - NIGHT
  2. WEATHER CONDITION - LOW CEILING
  3. WEATHER CONDITION - DRIZZLE
  4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
  5. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE

Finding(s)

7. SPATIAL DISORIENTATION - PILOT IN COMMAND
- 

Occurrence #4            IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

---

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE CONTINUATION OF A VFR FLIGHT INTO NIGHT, INSTRUMENT METEOROLOGICAL CONDITIONS AND THE SPATIAL DISORIENTATION  
OF THE NON-INSTRUMENT RATED PILOT. CONTRIBUTING TO THE ACCIDENT WERE THE ADVERSE WEATHER CONDITIONS AND THE  
OVERCONFIDENCE OF THE PILOT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 264      3/25/89      PURVIS,MS      A/C Reg. No. N70396      Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - DYAR KIT FOX	Eng Make/Model - ROTAX 532	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 64 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 900
SE LAND	Months Since - UNK/NR	Make/Model- 6
	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 PLT HAD FLOWN THE HOMEBUILT ACFT ABOUT 6 HRS SINCE CONSTRUCTION WAS COMPLETED. HE STATED HE WAS FLYING NEAR A FRIEND'S HOUSE AT ABOUT 100 FT & PULLED UP INTO A CLIMB TO RETURN HOME. WHILE PASSING THRU ABOUT 200 FT, THE ENG "CHOKED" & HE MADE A 180 DEG TURN TO LAND IN A FIELD. JUST BEFORE LANDING, THE RGT WING STRUCK A TREE & THE ACFT CRASHED. AN EXAM OF THE ENG REVEALED THE REAR PISTON HAD FAILED FOR AN UNDETERMINED REASON.



Brief of Accident (Continued)

File No. - 264

3/25/89

PURVIS,MS

A/C Reg. No. N70396

Time (Lc1) - 1730 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation CLIMB

Finding(s)

1. ENGINE ASSEMBLY,PISTON - FAILURE,TOTAL

Occurrence #2 FORCED LANDING  
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FAILURE OF THE ENGINE'S REAR PISTON. FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT'S LACK OF ALTITUDE  
FOR A FORCED LANDING AND TREES IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 282      4/02/89      COLUMBIA,MS      A/C Reg. No. N80436      Time (Lcl) - 1120 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
				0	0	0

-----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	JACKSON,MS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	COLUMBIA-MARION COUNTY
Wind Dir/Speed- 170/015 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4450/ 70
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 240
SE LAND	Months Since - 4	Make/Model- 140
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD SHE LANDED IN GUSTY X-WIND CONDITIONS & THE ACFT WAS PUSHED OFF THE SIDE OF THE RWY. SUBSEQUENTLY, THE ACFT NOSED OVER IN GRASS BESIDE THE RWY.

Brief of Accident (Continued)

File No. - 282

4/02/89

COLUMBIA,MS

A/C Reg. No. N80436

Time (Lcl) - 1120 CDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - GUSTS
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S INADEQUATE COMPENSATION FOR WIND CONDITIONS, WHICH RESULTED IN A LOSS OF DIRECTIONAL CONTROL.  
A FACTOR RELATED TO THE ACCIDENT WAS: THE GUSTY/CROSSWIND CONDITION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 283      5/28/89      LAMBERT, MS      A/C Reg. No. N5543X      Time (Lcl) - 1615 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - AYRES S2R	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AG STRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2103
SE LAND	Months Since - 24	Make/Model- 350
	Aircraft Type - C-150	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 100
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

JUST AFTER LIFTOFF, THE ENG LOST ALL POWER & THE PLT JETTISONED HIS LOAD OF HERBICIDE. HE LANDED STRAIGHT AHEAD, BUT THE ACFT HIT A DITCH & NOSED OVER, THEN BURST INTO FLAMES. THE PLT SUSTAINED A BROKEN FOOT, BUT EXTRICATED HIMSELF BEFORE THE FUEL TANKS EXPLODED. AN EXAM OF THE ENG REVEALED THE IMPELLER BEARING HAD FAILED.

Brief of Accident (Continued)

File No. - 283

5/28/89

LAMBERT,MS

A/C Reg. No. N5543X

Time (Lcl) - 1615 CDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY,BLOWER/IMPELLER - FAILURE,TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - DITCH

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FAILURE OF THE ENGINE IMPELLER. THE DITCH IN THE EMERGENCY LANDING AREA WAS A RELATED FACTOR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 305      2/22/89      WOLF POINT, MT      A/C Reg. No. N4627E      Time (Lcl) - 1000 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL C-85-8	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1350	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	NASHUA, MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - SNOW
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - SNOW - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 32
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 32
		Last 30 Days- 6
		Instrument- 0
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A PRACTICE FLIGHT NEAR HIS RANCH STRIP. THE PLT SAID HE TOOK OFF THROUGH "LIGHT" FOG AND AFTER CRUISING FOR 20 MINUTES, THE ENGINE BEGAN TO LOSE RPM AND POWER. FULL CARBURETOR HEAT AND FULL THROTTLE FAILED TO MAINTAIN ENGINE POWER. THE PLT SAID HE SELECTED A SNOW COVERED STUBBLE FIELD FOR A FORCED LANDING AND AT TOUCHDOWN THE MAIN LANDING GEAR ENTERED 12 INCHES OF CRUSTED SNOW AND THE PLANE NOSED OVER. A POST ACCIDENT INSPECTION BY AN A&P MECHANIC FAILED TO REVEAL EVIDENCE TO EXPLAIN THE REPORTED LOSS OF RPM. DURING AN ENGINE RUN THE ENGINE PERFORMED NORMALLY. OUTSIDE SURFACE AIR TEMP WAS REPORTED AS ZERO DEGS F AND THE DEWPOINT WAS -4 DEGS F.

Brief of Accident (Continued)

File No. - 305

2/22/89

WOLF POINT, MT

A/C Reg. No. N4627E

Time (Lcl) - 1000 MST

Occurrence #1      LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM - ICE
2. WEATHER CONDITION - TEMPERATURE EXTREMES
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - SNOW COVERED

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE STUDENT PILOT TO USE CARBURETOR HEAT IN A TIMELY MANNER WHICH RESULTED IN A PARTIAL LOSS OF ENGINE POWER. CONTRIBUTING TO THE ACCIDENT WAS THE INADEQUATE WEATHER EVALUATION THE PILOT MADE AFTER TAKING OFF AND FLYING THROUGH FOG DUE TO HIS LACK OF EXPERIENCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 249      3/23/89      BILLINGS, MT      A/C Reg. No. N80927      Time (Lcl) - 1430 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal		Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - APPROACH						

-----Aircraft Information-----

Make/Model - POEHLS BOBCAT	Eng Make/Model - ROTAX 447	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 600	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 40 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	OSCAR'S GREENLAND
Wind Dir/Speed- 230/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 586
SE LAND	Months Since - 20	Make/Model- 43
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 1
		Last 90 Days- 1
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RECEIVED A HEAD INJ IN THE ACFT AND SAID HE DID NOT REMEMBER THE DETAILS OF THE FLT. THE WRECKAGE OF THE MODIFIED ULTRALIGHT WAS LOCATED ON THE AIRPORT 200' E AND 150' S OF THE W END OF THE E/W RWY. THE INITIAL IMPACT PT WAS 8' W OF THE FINAL RESTING PLACE OF THE WRECKAGE. DAMAGE TO THE ACFT WAS CONCENTRATED ON THE FRONT OF THE ACFT. THE REAR SPARS OF BOTH WINGS WERE BROKEN AND THE WINGS WERE BENT FORWARD. THE PLT SAID HE THOUGHT THE ENG LOST POWER; HOWEVER, HE SAID EXAMINATION OF THE ENG AND WRECKAGE DID NOT REVEAL ANY DEFICIENCIES.



Brief of Accident (Continued)

File No. - 249

3/23/89

BILLINGS, MT

A/C Reg. No. N80927

Time (Lcl) - 1430 MST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT INADVERTENTLY STALLED THE AIRCRAFT AT AN ALTITUDE WHICH WAS TOO LOW TO PERMIT RECOVERY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 318      4/19/89      KALISPELL, MT      A/C Reg. No. N5414C      Time (Lcl) - 0630 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 170A	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GLACIER PARK INT'L
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 19
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 240
SE LAND	Months Since - UNK/NR	Make/Model- 175
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED, "DURING THE LANDING PHASE THE AIRPLANE STARTED TO ACT LIKE IT WAS IN TURBULENCE. ON CONTACT WITH THE GROUND, I COULDN'T KEEP IT GOING STRAIGHT...". THE AIRPLANE GROUND LOOPED AND NOSED OVER. POST CRASH EXAMINATION OF THE BRAKES AND RELATED SYSTEM REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION. THE WIND AT THE TIME OF THE ACCIDENT WAS LIGHT AND VARIABLE.

Brief of Accident (Continued)

File No. - 318

4/19/89

KALISPELL, MT

A/C Reg. No. N5414C

Time (Lc1) - 0630 MDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO MAINTAIN CONTROL OF THE AIRPLANE DURING THE LANDING FLARE AND ROLLOUT. CONTRIBUTING TO THE  
ACCIDENT WAS THE PILOT'S LACK OF PROFICIENCY WITH ONLY 4 HOURS OF FLIGHT TIME IN THE PRECEDING 90 DAY PERIOD.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 248      5/18/89      MILES CITY, MT      A/C Reg. No. N2774F      Time (Lcl) - 1905 MDT

-----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	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAXI

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182J  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2800  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 310/045 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling - 8000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GLEN DIVE, MT  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data  
MILES CITY

Runway Ident - 30  
Runway Lth/Wid - 5602/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 46  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	609	Last 24 Hrs	-	1
Make/Model	-	20	Last 30 Days	-	14
Instrument	-	UNK/NR	Last 90 Days	-	17
Multi-Eng	-	1	Rotorcraft	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT CALLED THE FSS ON THE AIRPORT FOR AN ADVISORY WHEN THE FLT WAS 8 MI FROM THE FIELD. THE ADVISORY INCLUDED INFO THAT THE WIND WAS FROM 300 DEG WITH GUST TO 53 KTS. THE FLT LANDED ON RWY 30, AND WAS TAXIING TO THE RAMP WHEN A GUST OF WIND LIFTED THE TAIL AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 248

5/18/89

MILES CITY, MT

A/C Reg. No. N2774F

Time (Lcl) - 1905 MDT

-----  
Occurrence #1        ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  3. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    TAXI - FROM LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S IMPROPER DECISION TO LAND AND ATTEMPT TO TAXI AT AN AIRPORT WHERE STRONG WINDS WOULD NOT PERMIT SAFE  
GROUND HANDLING OF THE AIRCRAFT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 251 1/05/89 SALISBURY, NC

A/C Reg. No. N52124

Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - BOEING E75  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2717  
No. of Seats - 2

Eng Make/Model - CONTINENTAL W-670-6N  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 220 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 200/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PRIVATE  
Runway Ident - 36  
Runway Lth/Wid - 1800/ 100  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
ATP

HELICOPTER

Age - 38  
Biennial Flight Review  
Current - YES  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 5770  
Last 24 Hrs - UNK/NR  
Make/Model- UNK/NR  
Last 30 Days- UNK/NR  
Instrument- UNK/NR  
Last 90 Days- UNK/NR  
Multi-Eng - UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING TAKEOFF FM A TOUCH-&-GO, THE ENG SPUTTERED, EMITTED BLACK SMOKE FM THE EXHAUST & HAD A PARTIAL PWR LOSS. THE PLT RPRTD THE ACFT WAS TOO FAR DOWN THE RWY TO ABORT, SO HE CONTD THE TAKEOFF. SUBSEQUENTLY, THE ACFT HIT A POLE NEAR THE DEP END OF THE RWY & WAS LANDED IN A FIELD. HARD BRAKING WAS USE TO AVOID OBJECTS WHILE LNDG & THE ACFT NOSED OVR. INV REVEALED A MIX OF AVGAS & AUTOGAS WAS USED. THE PLT SAID HE CLEARED THE ENG ON BASE LEG & THAT CARB HEAT WAS OFF MOMENTARILY WHEN HE APPLIED PWR FOR A GO-AROUND. SOOT WAS FND ON THE #3 & #5 SPARK PLUGS. ABT 60 MI WEST AT HICKORY, NC, THE 1400 EST TEMP & DEW POINT WERE 45 & 21 DEG. ACCORDING TO CARB ICE CHARTS, CONDITIONS WERE CONDUCIVE FOR CARB ICE WITH THE ENG OPERG AT GLIDE PWR. AN STC HAD BEEN DEVELOPED FOR USE OF AUTO FUEL IN W-670-6N ENGS.

Brief of Accident (Continued)

File No. - 251

1/05/89

SALISBURY, NC

A/C Reg. No. N52124

Time (Lcl) - 1430 EST

Occurrence #1        LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation    LANDING - ABORTED

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. FUEL SYSTEM, CARBURETOR - ICE
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - ABORTED

Finding(s)

4. OBJECT - UTILITY POLE

Occurrence #3        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Occurrence #4        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
IMPROPER USE OF CARBURETOR HEAT BY THE PILOT, WHICH RESULTED IN CARBURETOR ICE. FACTORS RELATED TO  
THE ACCIDENT WERE: CARBURETOR ICING CONDITIONS AND OBSTRUCTION(S)/UTILITY POLE NEAR THE DEPARTURE  
END OF THE RUNWAY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 266      1/17/89      WALNUT COVE, NC      A/C Reg. No. N166LC      Time (Lc1) - 1030 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model - BEECH 58	Eng Make/Model - CONTINENTAL IO-520-CB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 200/005 KTS</p> <p>Visibility - 6.0 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 ST PETERSBURG, FL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MEADOW BROOK</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 2830/ 32</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 431
SE LAND, ME LAND	Months Since - 4	Make/Model- 105
	Aircraft Type - B-58	Instrument- 73
		Multi-Eng - 105
		Last 24 Hrs - 3
		Last 30 Days- 13
		Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A THREE HOUR FLIGHT, THE PILOT MADE AN APPROACH AND LANDING AT THE AIRPORT. HE STATED THAT HE WAS TOO HIGH AND FAST FOR LANDING. HE TOUCHED DOWN IN THE "LATTER PART OF THE RUNWAY." AFTER APPLYING THE BRAKES, THE AIRPLANE SKIDDED & THE TIRES FAILED. THE AIRPLANE CONTINUED OFF THE END OF THE RUNWAY AND THROUGH A FENCE BEFORE COMING TO A STOP IN THE ADJOINING PASTURE FIELD WITH THE RIGHT MAIN AND NOSE GEAR COLLAPSED. THE PILOT STATED THAT THIS ACCIDENT COULD HAVE BEEN PREVENTED BY "... COMMENCING A GO-AROUND AFTER TOUCH DOWN OF THE AIRCRAFT AND SEEING INSUFFICIENT RUNWAY LENGTH TO STOP AND EXECUTING PROPER APPROACH."



Brief of Accident (Continued)

File No. - 266

1/17/89

WALNUT COVE, NC

A/C Reg. No. N166LC

Time (Lcl) - 1030 EST

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING

Finding(s)

4. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT MADE THE LANDING APPROACH TOO HIGH AND TOO FAST FOR THE AVAILABLE RUNWAY, AND FAILED TO ABORT THE LANDING.  
THE FENCE WAS A RELATED FACTOR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 276      1/24/89      MOORESVILLE, NC      A/C Reg. No. N98990      Time (Lcl) - 1839 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL				
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During -LANDING			0	0	1
					0
					0

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	STATESVILLE, NC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	MILLER, NC
Wind Dir/Speed- 140/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2060/ 100
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 206
SE LAND	Months Since - 1	Make/Model- 49
	Aircraft Type - C-172	Instrument- 0
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 9
		Last 90 Days- 17
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING FLIGHT, THE AIRCRAFT DEVELOPED CARBURETOR ICE. HE DECIDED TO MAKE A SHORT FIELD LANDING AT A NEARBY AIRPORT. SUBSEQUENTLY, WHILE MANEUVERING TO LAND, THE AIRCRAFT STALLED & IMPACTED THE GROUND. IT CAME TO REST ABOUT 30 FT FROM THE IMPACT POINT.

Brief of Accident (Continued)

File No. - 276

1/24/89

MOORESVILLE, NC

A/C Reg. No. N98990

Time (Lcl) - 1839 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was: FAILURE OF THE PILOT TO MAINTAIN AIRSPEED ON FINAL APPROACH TO LAND, WHICH RESULTED IN AN INADVERTENT STALL. FACTORS RELATED TO THE ACCIDENT WERE: CARBURETOR ICING CONDITIONS, NIGHT CONDITIONS, AND THE PILOT'S DECISION TO LAND AT AN UNLIGHTED RUNWAY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 390      4/10/89      HICKORY, NC      A/C Reg. No. N1214Y      Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150B	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 120 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HICKORY, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WILSON
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 36
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 30
		Last 30 Days- 20
		Instrument- 0
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF AT AN ALTITUDE OF APRX 75 FT AGL A COMPLETE LOSS OF ENGINE POWER WAS EXPERIENCED. THE PILOT ABORTED THE TAKEOFF AND THE AIRPLANE NOSED OVER AFTER CONTACTING THE RUNWAY. INSPECTION FAILED TO REVEAL ANY MECHANICAL FAILURE/MALFUNCTION. THE PILOT HAD FLOWN THE AIRPLANE EARLIER IN THE DAY AND HAD NOT REFUELED PRIOR TO THIS FLIGHT. THE PILOT REPORTED HAVING APRX 5 GALLONS OF FUEL ONBOARD PRIOR TO THE ACCIDENT FLIGHT.

Brief of Accident (Continued)

File No. - 390

4/10/89

HICKORY, NC

A/C Reg. No. N1214Y

Time (Lcl) - 1630 EDT

-----  
Occurrence #1            LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - ABORTED

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
  3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - RUNWAY
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO REFUEL THE AIRPLANE PRIOR TO THE FLIGHT RESULTING IN FUEL EXHAUSTION DURING TAKEOFF.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 398      4/23/89      ELKIN ARPT.,NC      A/C Reg. No. N7908U      Time (Lcl) - 1545 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During -TAKEOFF			0	0	0
					None
					1
					2

-----Aircraft Information-----

Make/Model - CESSNA 172F	Eng Make/Model - CONTINENTAL D-300-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ELKIN MUNICIPAL
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4003/ 75
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 65
SE LAND	Months Since - 4	Make/Model- 2
	Aircraft Type - C-150	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 1
		Last 90 Days- 2
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE WINDS WERE GUSTING WHILE THE PILOT WAS ATTEMPTING THE TAKEOFF. HE LOST DIRECTIONAL CONTROL AND CRASHED INTO TREES ABOUT 3/4 DOWN THE RUNWAY. THE PILOT ELECTED TO ABORT THE TAKEOFF BUT DRIFTED INTO THE TREES BEFORE HE WAS ABLE TO CORRECT BACK TO THE RUNWAY. THERE WERE NO SYSTEM PROBLEMS REPORTED.

Brief of Accident (Continued)

File No. - 398

4/23/89

ELKIN ARPT., NC

A/C Reg. No. N7908U

Time (Lcl) - 1545 EDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  3. ABORT - DELAYED - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - ABORTED

Finding(s)

4. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT TO PROPERLY COMPENSATE FOR THE GUSTY WIND CONDITIONS DURING TAKEOFF AND THE DELAY IN HIS  
DECISION TO ABORT THE TAKEOFF BEFORE COLLIDING WITH TREES. CONTRIBUTING TO THE ACCIDENT WERE THE GUSTY WIND CONDITIONS  
AND THE PILOT'S LACK OF EXPERIENCE AND PROFICIENCY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 396      4/26/89      JACKSONVILLE, NC      A/C Reg. No. N8260F      Time (Lc1) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	1
Accident Occurred During - TAKEOFF		0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE
Wind Dir/Speed- 060/002 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 50
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4000
	Months Since - 6	Make/Model- 500
	Aircraft Type - C-150	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED TO TAKE OFF FROM A 2,300 FOOT WET SOD RUNWAY AND COLLIDED WITH TREES AT THE DEPARTURE END. THE PILOT REPORTED THAT THE AIRPLANE WOULD NOT CLIMB OVER A TREE LINE ABOUT 30 FEET FROM THE DEPARTURE END OF THE RUNWAY. THE PILOT FAILED TO CALCULATE THE WEIGHT AND BALANCE BEFORE ATTEMPTING THE TAKEOFF. THE INVESTIGATION DISCLOSED THAT THE AIRPLANE WAS ABOUT 75 LBS OVER THE DESIGN GROSS WEIGHT. THE APRX TAKEOFF DISTANCE AT MAX ALLOWABLE GROSS WEIGHT WAS 1,385 FEET (DRY, HARD RUNWAY). THE PILOT SAID HE ELECTED TO SHUT THE ENGINE OFF PRIOR TO REACHING THE TREE LINE.



Brief of Accident (Continued)

File No. - 396

4/26/89

JACKSONVILLE, NC

A/C Reg. No. N8260F

Time (Lcl) - 1330 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PERFORMANCE DATA - NOT OBTAINED - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. TERRAIN CONDITION - GRASS
5. TERRAIN CONDITION - WET
6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO PROPERLY PREFLIGHT AND PLAN WHICH RESULTED IN A COLLISION WITH TREES. THE PILOT ATTEMPTED A  
TAKEOFF WITH AN OVER GROSS WEIGHT CONDITION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 394      5/30/89      TRINITY, NC      A/C Reg. No. N1115T      Time (Lcl) - 1755 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	QUIET ACRES
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 10
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 23
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 23
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ATTEMPTING A VISUAL DEPARTURE FROM A PRIVATE AIRSTRIp WHICH WENT DOWNHILL FOR ABOUT THE FIRST 1,000 FEET AND UPHILL FOR THE SECOND HALF. THE PILOT REPORTED THAT THE AIRPLANE WOULD NOT CLIMB AFTER LIFTOFF AND THE AIRSPEED BEGAN TO DROP. THE PILOT ELECTED TO CRASH LAND IN TREES WHEN THE AIRSPEED REACHED ABOUT 40 MPH. THE O.A.T. WAS 88 DEGREES. THE DENSITY ALTITUDE WAS ABOUT 2800 FEET.

Brief of Accident (Continued)

File No. - 394

5/30/89

TRINITY, NC

A/C Reg. No. N1115T

Time (Lcl) - 1755 EDT

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Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. PLANNING-DECISION - POOR - PILOT IN COMMAND
  3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  4.        LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  5. TERRAIN CONDITION - RISING
  6. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOTS FAILURE TO SELECT A SUITABLE TAKEOFF AREA BASED ON THE WEIGHT OF THE AIRCRAFT AND THE ATMOSPHERIC  
CONDITIONS AT THE TIME OF TAKEOFF.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 289      3/11/89      MURRAY, NE      A/C Reg. No. N175RP      Time (Lcl) - 1530 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  
0  
0

Minor  
0  
0

None  
1  
1

-----Aircraft Information-----

Make/Model      - CESSNA 175  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2350  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL GO-300-A  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 175 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 20.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PLATTSMOUTH, NE  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 35  
Biennial Flight Review  
Current      - YES  
Months Since      - 20  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 4000  
Make/Model- 190  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 2  
Last 30 Days- 4  
Last 90 Days- 16  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT AFTER ABOUT 1 & 1/2 HRS OF FLT, THE ENG BEGAN TO LOSE POWER. HE ELECTED TO MAKE AN EMERGENCY LANDING ON A COUNTY ROAD. DURING THE ROLL-OUT, THE NOSE GEAR STRUCK A DRAINAGE DITCH, THEN THE ACFT NOSED OVER & HIT A POWER BOX. A POST-ACDNT INVESTIGATION REVEALED THE FUEL WAS CONTAMINATED WITH WATER.

Brief of Accident (Continued)

File No. - 289

3/11/89

MURRAY, NE

A/C Reg. No. N175RP

Time (Lcl) - 1530 CST

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
WATER CONTAMINATION OF THE FUEL AND THE PILOT'S INADEQUATE PREFLIGHT OF THE AIRCRAFT. A FACTOR RELATED  
TO THE ACCIDENT WAS: THE DITCH IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 316      4/02/89      PAPILLION,NE      A/C Reg. No. N81VP      Time (Lcl) - 1611 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Crew Pass	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - SCHMAHL VOLKSPLANE VP-1	Eng Make/Model - VOLKSWAGEN 1500	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 65 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PAPILLION,NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 300
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT THE AIRPLANE WAS FLYING AT A LOW ALTITUDE AND THEN WENT INTO A STEEP CLIMB. THE AIRPLANE BANKED TO THE LEFT AND THE NOSE DIPPED BEFORE SPIRALING INTO THE GROUND. INVESTIGATION FAILED TO FIND ANY FAILURE/MALFUNCTION OF THE AIRFRAME OR POWERPLANT.

Brief of Accident (Continued)

File No. - 316

4/02/89

PAPILLION,NE

A/C Reg. No. N81VP

Time (Lcl) - 1611 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

1. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND

2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:

THE PILOT FAILED TO MAINTAIN THE PROPER CLIMB RATE AND INADVERTENTLY STALLED THE AIRCRAFT WHICH ENTERED AN UNCONTROLLED DESCENT INTO AN OPEN FIELD.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 370      5/23/89      VALENTINE, NE      A/C Reg. No. N45278      Time (Lcl) - 1915 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - AMERICAN AA5-B	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	NORFOLK, NE	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	VALENTINE, NE	MERRITT DAM
Wind Dir/Speed- 260/006 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1500/ 75
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 360
SE LAND	Months Since - 21	Make/Model- 360
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 5
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO LAND ON A 1500 FOOT SOD STRIP DURING HIGH TEMPERATURE AND HIGH DENSITY ALTITUDE CONDITIONS, THE PLT SAID HE WAS UNHAPPY WITH HIS FIRST ATTEMPT TO LAND AND ELECTED TO GO-AROUND. HE WAS UNABLE TO CLEAR THE TREES AT THE DEPARTURE END OF THE RUNWAY. THE AIRCRAFT COLLIDED WITH THE TREES, TEARING OFF THE LEFT WING, THEN COLLIDED WITH THE TERRAIN INVERTED.



Brief of Accident (Continued)

File No. - 370

5/23/89

VALENTINE,NE

A/C Reg. No. N45278

Time (Lcl) - 1915 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. CLIMB - ATTEMPTED - PILOT IN COMMAND
5. CLEARANCE - NOT POSSIBLE -
6. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT DELAYED INITIATING A GO-AROUND AFTER NOT ATTAINING A PROPER TOUCHDOWN POINT DURING THE APPROACH TO LAND.  
CONTRIBUTING FACTORS WERE THE HIGH DENSITY ALTITUDE AND THE TREES OFF THE DEPARTURE END OF THE RUNWAY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 371      5/25/89      TABLE ROCK,NE      A/C Reg. No. N9084R      Time (Lcl) - 2000 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage				
	SUBSTANTIAL				
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 137	NONE	Pass	0	Serious	Minor
Accident Occurred During -LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL IO-520-D23	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LIBERTY,NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 17260
SE LAND	Months Since - 2	Make/Model- 10000
HELICOPTER	Aircraft Type - V-35B	Instrument- 18
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- 25
		Last 90 Days- 25
		Rotorcraft - 2000

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT HE WAS COMPLETING AN AERIAL APPLICATION OPERATION WHEN THE ENGINE FAILED. AN EMERGENCY LANDING WAS ATTEMPTED ON ROUGH TERRAIN WHICH RESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT. POST ACCIDENT INVESTIGATION REVEALED CATASTROPHIC FAILURE OF THE INTERNAL ENGINE COMPONENTS DUE TO OIL STARVATION. THE REASON FOR THE OIL STARVATION COULD NOT BE DETERMINED DUE TO THE EXTENT OF THE INTERNAL DAMAGE.

Brief of Accident (Continued)

File No. - 371

5/25/89

TABLE ROCK,NE

A/C Reg. No. N9084R

Time (Lcl) - 2000 CDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID,OIL - STARVATION
2. POWERPLANT - DISINTEGRATED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE CATASTROPHIC FAILURE OF THE INTERNAL ENGINE COMPONENTS DUE TO OIL STARVATION. CONTRIBUTING TO THE SEVERITY OF THE  
ACCIDENT WAS THE ROUGH TERRAIN THE PILOT WAS FORCED TO LAND ON.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 327      4/03/89      MANCHESTER, NH      A/C Reg. No. N2520Z      Time (Lcl) - 1430 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-TAXI						

----Aircraft Information----

Make/Model	- CHAMPION 8KCAB	Eng Make/Model	- LYCOMING O-360-C2E	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 180 HP		

----Environment/Operations Information----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- PATWAS	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	UNK/NR	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	LOCAL	MANCHESTER
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident
Visibility	- UNK/NR	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- UNK/NR
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1301	Last 24 Hrs - 0
SE LAND, ME LAND	Months Since - 12	Make/Model - 449	Last 30 Days - 9
	Aircraft Type - 77	Instrument - 109	Last 90 Days - 9
		Multi-Eng - 43	

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT OF THE DECATHLON STATED THAT SHE HAD WARMED UP THE ENGINE AND WAS ATTACHING THE OVER-THE-SHOULDER STRAP FROM THE REAR ATTACHING POINT. AS SHE PULLED THE STRAP TO FASTEN IT, USING AN UNDERHAND MOTION, THE AIRCRAFT "LURCHED FORWARD AT FULL THROTTLE". THE TAIL WHEEL WAS COCKED OFF TO THE RIGHT, SO THE AIRCRAFT WENT TO THE RIGHT AT FULL THROTTLE AND CAUGHT THE REAR OF A PIPER PA-32R'S LEFT WING. THE PILOT SAID THAT THE SHOULDER STRAP HAD CAUGHT ON THE REAR POWER QUADRANT AND ADVANCED IT TO FULL THROTTLE WHEN SHE PULLED ON IT TO FASTEN IT. THE DAY FOLLOWING THE ACCIDENT A STATE AERONAUTICS COMMISSION REPRESENTATIVE ATTEMPTED TO DUPLICATE THE ACCIDENT AS DESCRIBED BY THE PILOT AND WAS UNABLE TO DO SO.

Brief of Accident (Continued)

File No. - 327

4/03/89

MANCHESTER, NH

A/C Reg. No. N2520Z

Time (Lcl) - 1430 EDT

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Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. THROTTLE/POWER LEVER - ENTANGLED
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. THROTTLE/POWER CONTROL - INADVERTENT ACTIVATION - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI

Finding(s)

4. OBJECT - AIRCRAFT PARKED
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE LOSS OF CONTROL AND COLLISION WITH A PARKED AIRCRAFT DUE TO THE INADVERTENT APPLICATION OF THE THROTTLE THAT TOOK  
PLACE AS THE PILOT WAS FASTENING THE OVER THE SHOULDER SAFETY HARNESS WHILE WARMING THE ENGINE IN PREPARATION FOR  
DEPARTURE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 343      4/11/89      ROSEHAYN, NJ      A/C Reg. No. N1093Y      Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING H10-360-D1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2050	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 225 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- LIGHT AND VARIABLE</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>HORSHAM, PA</p> <p>Destination</p> <p>ATLANTIC CITY, NJ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 79
	Months Since - UNK/NR	Make/Model- 67
HELICOPTER	Aircraft Type - H-269C	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 3
		Last 90 Days- 11
		Rotorcraft - 67

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE FLYING AT 1,000 FT THE HELICOPTER DEVELOPED A LOW POWER SITUATION AND BEGAN LOSING ALTITUDE. AN INSPECTION AND ENGINE RUN UP BY THE FAA FAILED TO DISCLOSE ANY ENGINE DISCREPANCIES. COINCIDENTLY, THE PLT HAD BEEN A STUDENT AT THE TECHNICAL SCHOOL WHERE THE FORCED LANDING WAS MADE. THE RIGHT SKID DUG INTO THE GROUND AND THE HELICOPTER ROLLED OVER DURING THE LANDING. WITNESSES OBSERVED THE HELICOPTER AT TREE TOP LEVEL WITH A LOW FORWARD SPEED. THEY AGAIN OBSERVED IT AT AN ALT OF 3 FT AGL WHEN IT MADE A "VIOLENT 45 DEGREE ROLL TO THE RIGHT" DURING WHICH THE ROTOR BLADES STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 343

4/11/89

ROSEHAYN,NJ

A/C Reg. No. N1093Y

Time (Lcl) - 1200 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. TOUCHDOWN - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      ROLL OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOTS FAILURE TO MAINTAIN CONTROL OF THE AIRCRAFT DURING LANDING. THIS RESULTED IN AN UNCONTROLLED TOUCHDOWN  
AND ROLLOVER OF THE HELICOPTER.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 309      1/14/89      ALBUQUERQUE,NM      A/C Reg. No. N5983P      Time (Lcl) - 1030 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - PIPER PA-24-180	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ALBUQUERQUE,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 268
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- 3
		Instrument- 0
		Last 90 Days- 3
		Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

A TOTAL LOSS OF ENGINE POWER WAS EXPERIENCED DURING INITIAL TAKEOFF CLIMB. THE PLT ATTEMPTED TO TURN BACK TO THE AIRPORT. ACCORDING TO THE PASSENGER, THE STALL HORN ACTIVATED DURING THE TURN AND THE ACFT COLLIDED WITH THE GROUND. INVESTIGATION REVEALED THAT THE PILOT TOOK OFF WITH THE FUEL SELECTOR POSITIONED ON THE RIGHT WING FUEL TANK WHICH CONTAINED ONLY RESIDUAL FUEL.



Brief of Accident (Continued)

File No. - 309

1/14/89

ALBUQUERQUE, NM

A/C Reg. No. N5983P

Time (Lc1) - 1030 MST

-----  
Occurrence #1            LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
  2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
  4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  5. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #4            IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

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-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
ENGINE STOPPAGE FROM FUEL STARVATION WHICH RESULTED FROM THE PILOT'S FAILURE TO SELECT THE FULLEST TANK FOR TAKEOFF.  
IN ADDITION THE PILOT ATTEMPTED TO RETURN TO THE AIRPORT DURING THE FORCED LANDING AND INADVERTENTLY STALLED THE  
AIRCRAFT DURING THE DESCENDING TURN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 269      2/19/89      ANGEL FIRE,NM      A/C Reg. No. N9092W      Time (Lcl) - 1620 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

-----Aircraft Information-----

Make/Model - PIPER PA-46-310P  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4100  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-BEI      ELT Installed/Activated - YES/NO  
Number Engines - 1      Stall Warning System - YES  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 320/020 KTS  
Visibility - 3.000 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling - 1500 FT BROKEN  
Obstructions to Vision- BLOWING SNOW  
Precipitation - SNOW SHOWER  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
EAGLE,CO

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

ANGEL FIRE  
Runway Ident - 35  
Runway Lth/Wid - 8900/ 75  
Runway Surface - ASPHALT  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND  
GLIDER

Age - 60  
Biennial Flight Review  
Current - YES  
Months Since - 24  
Aircraft Type - PA-46

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 6160      Last 24 Hrs - 2  
Make/Model- 1100      Last 30 Days- 40  
Instrument- 2020      Last 90 Days- 130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PRIVATE PLT AND FOUR PAX WERE MAKING A PERSONAL IFR FLIGHT. A TAKEOFF WAS ATTEMPTED ON RWY 35, WITH SNOW DRIFTS ON BOTH SIDES. WIND WAS ESTIMATED AS 320 DEG AT 25 KNOTS, WITH GUSTS TO 35 KNOTS. THE PILOT SAID THAT AT ROTATION, THE PLANE HIT WIND SHEAR FROM 260 DEG, THAT LIFTED THE LEFT WING. DIRECTIONAL CONTROL WAS LOST AND THE AIRPLANE SETTLED BACK ON THE RWY. THE LEFT MAIN WHEEL STRUCK A SNOW BANK AND THE ACFT SPUN LEFT 180 DEG. THE TAIL SECTION WENT THROUGH THE SNOW BANK AND THE PLANE DEPARTED THE RUNWAY TO THE LEFT. THE PLT SAID THAT WHEN HE EXITED THE ACFT, THE WIND WAS FROM 190 DEG AT AN ESTIMATED 40 KNOTS. A WITNESS VERIFIED A 180 DEG WIND SHIFT AND ESTIMATED THE WIND SPEED AT 40 KNOTS.

Brief of Accident (Continued)

File No. - 269

2/19/89

ANGEL FIRE,NM

A/C Reg. No. N9092W

Time (Lcl) - 1620 MST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
INADEQUATE COMPENSATION FOR WIND CONDITIONS BY THE PILOT, WHICH RESULTED IN A LOSS OF AIRCRAFT CONTROL.  
THE ADVERSE WIND CONDITIONS AND SNOWBANK WERE RELATED FACTORS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 335      3/25/89      ALBUQUERQUE,NM      A/C Reg. No. N2972X      Time (Lcl) - 1030 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

1

Injuries

Serious

0

1

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - CESSNA 177RG  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2350  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-320-E2D

Number Engines - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 240/007 KTS

Visibility      - 60.0 SM

Lowest Sky/Clouds      - CLEAR

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

PHOENIX,AZ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CORONADO

Runway Ident      - 17

Runway Lth/Wid      - 4010/ 60

Runway Surface      - ASPHALT

Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 45

Biennial Flight Review

Current      - YES

Months Since      - 9

Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1700

Make/Model- 1400

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 5

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SURVIVING PAX SAID ACFT BANKED STEEPLY TO LEFT AFTER TAKEOFF AND SHUDDERED. HE SAW PLT REACH FOR FLAP CONTROL HANDLE. PAX REMEMBERED HORN BLOWING IN BACKGROUND. WITNESSES SAID ACFT SPEED AND CLIMB RATE WERE SLOW AND SAW ACFT WOBBLE AND DIP WINGS. ONE WITNESS, IN LINE WITH ACFT TAKEOFF PATH, SAW FLAPS BEING RETRACTED SLIGHTLY. EXAMINATION OF WRECKAGE DISCLOSED FLAP JACKSCREW EXTENDED 10 THREADS OR 1.66 INCHES, EQUIVALENT TO APRX 14 DEG FLAPS DOWN. MANUFACTURER SUGGESTS TAKE OFF WITH FLAPS UP OR 1/4 (7.5 DEG) DOWN. PLT WAS KNOWN TO HAVE HABIT OF STARTING TAKEOFF ROLL WITH FLAPS UP AND, AS LIFTOFF SPEED WAS ATTAINED, TO "SLAP" FLAP HANDLE DOWN TO DETENT (1/4 OR 7.5 DEG SETTING). EXPERIMENTATION LATER SHOWED THAT IT WAS POSSIBLE TO SLAP FLAP HANDLE INADVERTENTLY PAST DETENT OR FULL DOWN POSITION.

Brief of Accident (Continued)

File No. - 335

3/25/89

ALBUQUERQUE,NM

A/C Reg. No. N2972X

Time (Lcl) - 1030 MST

-----  
Occurrence #1        ABRUPT MANEUVER  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)  
1. LOWERING OF FLAPS - EXCESSIVE - PILOT IN COMMAND  
2.        HABIT INTERFERENCE - PILOT IN COMMAND  
-----

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)  
3. RAISING OF FLAPS - ATTEMPTED - PILOT IN COMMAND  
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND  
5. STALL - UNCONTROLLED - 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 was:  
THE PILOT'S IMPROPER USE OF FLAPS DURING TAKEOFF WHICH RESULTED IN INADEQUATE AIRSPEED, A STALL, AND LOSS OF CONTROL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 304      5/20/89      FARMINGTON, NM      A/C Reg. No. N71HM      Time (Lc1) - 1125 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
				0	0	0

-----Aircraft Information-----

Make/Model - MCCOY BD-5	Eng Make/Model - HONDA EB-3	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRSTrip
Method - UNK/NR	FARMINGTON, NM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	FOUR CORNERS REGIONAL
Wind Dir/Speed- 090/004 KTS	ATC/Airspace	Runway Ident - 05
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2680
SE LAND, ME LAND	Months Since - 1	Make/Model- 50
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - 800
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING TO RUNWAY 7 FOR TAKEOFF, THE PLT RESET A CIRCUIT BREAKER. SHORTLY AFTER TAKEOFF THE COCKPIT FILLED WITH SMOKE AND THE ENGINE LOST POWER. THE INVESTIGATION DISCLOSED THAT THE CIRCUIT BREAKER DEVELOPED AN INTERNAL SHORT AND THEN FAILED TO TRIP. THE COMPLETE ELECTRICAL SYSTEM THEN FAILED WHICH RESULTED IN A FAILURE OF THE ENGINE ELECTRONIC IGNITION AND THE ENGINE QUIT. THE FORCED LANDING TO RUNWAY 5 RESULTED IN A HARD LANDING DURING WHICH THE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 304

5/20/89

FARMINGTON,NM

A/C Reg. No. N71HM

Time (Lcl) - 1125 MDT

-----  
Occurrence #1            LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - INITIAL CLIMB  
    1. ELECTRICAL SYSTEM,CIRCUIT BREAKER - SHORTED  
    2. ELECTRICAL SYSTEM - FAILURE,TOTAL  
    3. IGNITION SYSTEM - INOPERATIVE  
-----

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

Occurrence #3            HARD LANDING  
Phase of Operation      LANDING - ROLL  
-----

Finding(s)  
    4. LANDING GEAR,MAIN GEAR - COLLAPSED  
    5. LANDING GEAR,NOSE GEAR - COLLAPSED  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE MALFUNCTION OF THE AIRCRAFT ELECTRICAL SYSTEM DUE TO A FAULTY CIRCUIT BREAKER. THE SUBSEQUENT FAILURE OF THE  
ELECTRICAL SYSTEM RESULTED IN FAILURE OF THE ENGINE IGNITION SYSTEM AND LOSS OF ENGINE POWER.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 331      6/21/89      RIO RANCHO,NM      A/C Reg. No. N4207U      Time (Lcl) - 0745 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -SIGHTSEEING  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
NONE  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	2	0	6

-----Aircraft Information-----

Make/Model      - RAVEN INDUSTRIES S77A  
Landing Gear      - N/A  
Max Gross Wt      - 2800  
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      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 220/010 KTS  
Visibility      - 60.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ALBUQUERQUE,NM  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - PRECAUTIONARY LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - DIRT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)

COMMERCIAL  
  
FREE BALLOON

Age - 33  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type      - N-105

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	- 830	Last 24 Hrs	- UNK/NR
Make/Model-	219	Last 30 Days-	21
Instrument-	0	Last 90 Days-	60

Instrument Rating(s)      - NONE

-----Narrative-----

THE BALLOON PILOT TOOK OFF WITH 8 PASSENGERS ON A SIGHTSEEING FLIGHT. LATER INTO THE FLIGHT, THE WINDS STARTED TO INCREASE AND SUITABLE LANDING AREAS BECAME SCARCE. THE PILOT DECIDED TO LAND ON A MESA. SHE SAID SHE GAVE THE PASSENGERS TWO HIGH WIND LANDING BRIEFINGS. DURING THE ENSUING HARD LANDING, ONE PASSENGER SUSTAINED A FRACTURED ARM AND ANOTHER PASSENGER FRACTURED A FOOT. THE BALLOON WAS NOT DAMAGED. ALBUQUERQUE, NM, AT 0750 MDT REPORTED THE WIND FROM 220 DEGREES AT 10 KTS WITH NO GUSTS. THIS WAS 15 NM FROM THE ACCIDENT SITE WHERE THE PLT REPT 15KT WINDS WITH GUSTS TO 20 KTS AND A LOW LEVEL WIND SHEAR.



Brief of Accident (Continued)

File No. - 331

6/21/89

RIO RANCHO, NM

A/C Reg. No. N4207U

Time (Lc1) - 0745 MDT

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - WINDSHEAR
3. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND
5. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
A HARD LANDING DUE TO THE PILOTS FAILURE TO ACCURATELY EVALUATE THE WEATHER CONDITIONS ALONG WITH A DELAY IN MAKING  
A PRECAUTIONARY LANDING. FACTORS CONTRIBUTING TO THE ACCIDENT WERE HIGH WINDS AND WIND SHEAR ALONG WITH ROUGH/UNEVEN  
TERRAIN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 356      1/27/89      CARSON CITY, NV      A/C Reg. No. N4391P      Time (Lcl) - 1252 PST

-----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	ON GROUND	0	0	0	0	
Accident Occurred During - DESCENT		0	0	0	0	

-----Aircraft Information-----

Make/Model - PIPER PA-23-160	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4000	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	CARSON CITY, NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CARSON CITY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5900/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 538
SE LAND, ME LAND	Months Since - 8	Last 24 Hrs - 0
	Aircraft Type - PA-23	Make/Model- 104
		Instrument- 83
		Multi-Eng - 104
		Last 30 Days- 0
		Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON CROSSWIND LEG AFTER T/O, THE PILOT ANNOUNCED HE HAD LOST AN ENGINE AND WAS RETURNING TO LAND. DURING A LEFT TURN BACK TOWARD THE ARPT, THE ACFT ROLLED INVERTED TO THE LEFT AND DESCENDED IN A NOSE DOWN ATTITUDE UNTIL IMPACT. EXAM REVEALED AN EXTRA NEEDLE VALVE LOOSE IN THE LEFT ENG CARBURETOR FLOAT BOWL. ANOTHER NEEDLE VALVE AND SEAT ASSEMBLY WAS CORRECTLY INSTALLED IN THE CARBURETOR. NUMEROUS SMOOTH BRIGHT SPOTS OF WEAR WERE FOUND ON THE BOTTOM SURFACE OF THE GRAINY TEXTURED INTERIOR OF THE FLOAT BOWL. THE AREA AROUND THE FUEL MIXTURE METERING ASSEMBLY PORT WAS POLISHED AND THE NEEDLE VALVE COULD BE INSERTED IN THE PORT. MAINTENANCE RECORDS REVEALED NEW ENGINES HAD BEEN INSTALLED ON 10/30/79. ALTHOUGH RECORDS AND WITNESSES INDICATED POWER PROBLEMS WITH THE LEFT ENGINE, NO RECORDS INDICATED THE CARBURETOR FLOAT BOWL HAD EVER BEEN REMOVED AFTER THE ENGINE HAD INITIALLY BEEN INSTALLED ON THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 356

1/27/89

CARSON CITY, NV

A/C Reg. No. N4391P

Time (Lcl) - 1252 PST

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. 1 ENGINE -
2. FUEL SYSTEM, CARBURETOR - FOREIGN OBJECT
3. FUEL SYSTEM - IMPROPER - MANUFACTURER
4. FLUID, FUEL - STARVATION
5. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
7. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
8. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
LOSS OF POWER ON THE LEFT ENGINE DUE TO A FOREIGN OBJECT WHICH OBSTRUCTED THE FUEL FLOW, AND THE PILOT'S FAILURE TO  
MAINTAIN AIRSPEED ABOVE VMC DURING HIS ATTEMPTED RETURN TO THE AIRFIELD. CONTRIBUTING TO THE ACCIDENT WAS THE LACK  
OF RECENT FLIGHT TIME BY THE PILOT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 242 1/31/89 SPARKS,NV

A/C Reg. No. N88RG

Time (Lcl) - 2159 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

1

0

0

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - PIPER PA-31

Eng Make/Model - LYCOMING TIO-540-A2C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 7800

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 8

Rated Power - 310 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 240/004 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - 14000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

RENO,NV

Destination

LONG BEACH,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Age - 39

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 2200

Last 24 Hrs - UNK/NR

SE LAND,ME LAND

Months Since - 7

Make/Model- 200

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- 30

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE CLIMBOUT, IN NIGHT VISUAL METEOROLOGICAL CONDITIONS, THE AIRCRAFT LOST RIGHT ENGINE POWER. THE PILOT WAS INITIALLY CLEARED FOR ONE RUNWAY, BUT WAS UNABLE TO GET A SAFE GEAR INDICATION. THE PILOT MADE A 180 DEGREE TURN TO LAND ON THE OPPOSITE RUNWAY WHILE ATTEMPTING TO GET A SAFE GEAR INDICATION. ON TURN FROM BASE TO FINAL, WITH THE GEAR DOWN AND LOCKED, THE PILOT OVERSHOT FINAL APPROACH. THE PILOT THEN CHOSE AN UNLIT PARKING LOT TO MAKE AN OFF-AIRPORT LANDING. THE AIRCRAFT STRUCK A TREE AND A POWER LINE. THE AIRCRAFT STRUCK SEVERAL PARKED UNOCCUPIED VEHICLES DURING THE LANDING. THE FAA REPORTED THAT AN ON-SITE INSPECTION REVEALED A FAILED RIGHT TURBOCHARGER.

Brief of Accident (Continued)

File No. - 242

1/31/89

SPARKS,NV

A/C Reg. No. N88RG

Time (Lcl) - 2159 PST

Occurrence #1      LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CLIMB

Finding(s)

1. 1 ENGINE -
2. EXHAUST SYSTEM,TURBOCHARGER - FAILURE,TOTAL

Occurrence #2      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

3. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - IMPROPER

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
6. OBJECT - TREE(S)
7. OBJECT - WIRE,STATIC

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

8. OBJECT - VEHICLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S MISJUDGEMENT OF THE FORCED LANDING PROFILE. CONTRIBUTING TO THE ACCIDENT WAS THE FAILURE OF THE RIGHT  
TURBOCHARGER AND THE PILOT'S IMPROPER HANDLING OF THE LANDING GEAR SYSTEM.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 244      2/22/89      INCLINE VILLAGE,NV      A/C Reg. No. N94276      Time (Lcl) - 1645 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model      - MOONEY M20K  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2740  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL TSIO-360-6B  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 210 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - VMC

Wind Dir/Speed- 230/015 KTS  
Visibility      - 5.0      SM

Lowest Sky/Clouds      - 4000 FT SCATTERED  
Lowest Ceiling      - 6000 FT BROKEN

Obstructions to Vision- BLOWING SNOW

Precipitation      - SNOW

Condition of Light      - DUSK

Itinerary

Last Departure Point  
RENO,NV

Destination  
HAYWARD,CA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance      - IFR

Type Apch/Lndg      - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 58

Biennial Flight Review

Current      - YES

Months Since      - 4

Aircraft Type - M20K

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3504	Last 24 Hrs	- 2
Make/Model-	581	Last 30 Days-	9
Instrument-	399	Last 90 Days-	19
Multi-Eng	- 85		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER LEVELING OFF AT CRUISE, THE PILOT NOTED A LOSS OF FUEL FLOW. THE PILOT TURNED THE FUEL BOOST PUMP ON AND FUEL FLOW RETURNED TO NORMAL. WITH THE FUEL BOOST PUMP OFF THE FUEL FLOW DROPPED BELOW 6 GPH AND THE AIRCRAFT ENGINE DIED. THE PILOT ATTEMPTED A RESTART, BUT WAS NOT SUCCESSFUL. THE AIRCRAFT DESCENDED BELOW THE CLOUDS INTO HEAVY SNOW SHOWERS. THE AIRCRAFT STRUCK A TREE AND THEN ROLLED INVERTED BEFORE STRIKING THE GROUND. POST-ACCIDENT, THE ENGINE WAS STARTED AND TEST RUN IN A TEST CELL. NO MECHANICAL MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 244

2/22/89

INCLINE VILLAGE,NV

A/C Reg. No. N94276

Time (Lc1) - 1645 PST

-----  
Occurrence #1            LOSS OF ENGINE POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM - PRESSURE TOO LOW
  2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT

Finding(s)

3. OBJECT - TREE(S)
  4. WEATHER CONDITION - SNOW
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S IMPROPER USE OF THE FUEL SYSTEM WHEN TROUBLESHOOTING SURGING FUEL PRESSURE. A CONTRIBUTING FACTOR WAS  
SNOW CONDITIONS WHICH IMPAIRED THE PILOT'S ABILITY TO MAKE A PROPER FORCED LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 216      3/11/89      RENO,NV

A/C Reg. No. N4957Z

Time (Lcl) - 1430 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA TU206-G  
Landing Gear - AMPHIBIAN  
Max Gross Wt - 3700  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-M  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 270/035 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
RENO,NV  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRSTRIP

Airport Data

NEVADA FLYERS AIRPORT  
Runway Ident - 16  
Runway Lth/Wid - 4600/ 75  
Runway Surface - DIRT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 69

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2600

Make/Model- 760

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 4

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

STRONG GUSTING WINDS WERE PRESENT DURING THE LANDING SEQUENCE. THE AIRCRAFT WAS FLOAT-EQUIPPED. SHORTLY AFTER TOUCHDOWN, A GUST OF WIND OCCURRED. THE PILOT WAS UNABLE TO KEEP THE AIRCRAFT ON THE RUNWAY CENTERLINE. THE AIRCRAFT VEERED TO THE LEFT, OFF THE RUNWAY ONTO SOFT GROUND AND SAGE BRUSH WHERE THE AIRCRAFT NOSED OVER INVERTED.



Brief of Accident (Continued)

File No. - 216

3/11/89

RENO,NV

A/C Reg. No. N4957Z

Time (Lc1) - 1430 PST

Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation       LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2            NOSE OVER  
Phase of Operation       LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO ADEQUATELY COMPENSATE FOR CROSSWINDS. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S DECISION TO  
LAND THE AMPHIBIOUS AIRCRAFT IN STRONG CROSSWIND CONDITIONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 220      4/02/89      HAWTHORNE,NV      A/C Reg. No. N99713      Time (Lcl) - 1435 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PUBLIC USE	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	2	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	HAWTHORNE,NV	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LAS VEGAS,NV	HAWTHORNE MUNICIPAL
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4800/ 100
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 9000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,MILITARY	Current - UNK/NR	Total - 969
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 21
		Last 90 Days- 56
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ROTATED AND CLIMBED AT AN AIRSPEED OF APPROXIMATELY 65 KNOTS INDICATED. AT ABOUT 40 FEET AGL. HE HEARD THE STALL WARNING, LOWERED THE NOSE OF THE AIRCRAFT, ADDED ANOTHER 10 DEGREES OF FLAPS, FOR A TOTAL OF 20 DEGREES OF FLAPS, AND THEN DESCENDED TO THE GROUND, STRIKING THE LEFT WING AND THE AFT PORTION OF THE AIRCRAFT. THE AIRCRAFT NOSED OVER AND CAME TO REST ON ITS LEFT SIDE. THE PILOT REPORTED WINDS WERE CHANGING DIRECTION AND VELOCITY. THE AIRCRAFT WAS CLOSE TO GROSS WEIGHT. THE DENSITY ALTITUDE AT THE TIME OF THE ACCIDENT WAS IN EXCESS OF 6,000 FEET. A WITNESS STATED THAT THE PLT RAISED THE NOSE OF THE ACFT AS THE ACFT BEGAN TO LOSE ALTITUDE. THE PLT DID NOT FILE AN ACC REPORT. THE NORMAL PREVAILING WINDS AT THIS ARPT ARE PUBLISHED AS BEING FROM THE NW. RWY 10 USED FOR TAKEOFF HAS AN UPGRADE OF 0.81 PERCENT.

Brief of Accident (Continued)

File No. - 220

4/02/89

HAWTHORNE, NV

A/C Reg. No. N99713

Time (Lcl) - 1435 PDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3.    AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/MUSH - NOT CORRECTED - 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 was:  
THE FAILURE OF THE PILOT TO MAINTAIN FLYING SPEED AND PROPER FLYING ATTITUDE RESULTING IN A STALL MUSH. CONTRIBUTING  
TO THE ACCIDENT WERE THE DENSITY ALTITUDE AND THE VARIABLE WINDS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 207      4/14/89      LAS VEGAS,NV      A/C Reg. No. N225CC      Time (Lcl) - 0800 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -HOVER						

-----Aircraft Information-----

Make/Model - AEROSPATIALE AS-355-F2	Eng Make/Model - ALLISON 250-C20F	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 5600	Engine Type - TURBOSHAFT	
No. of Seats - 6	Rated Power - 420 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAS VEGAS,NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 320/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 9938
SE LAND,ME LAND	Months Since - 2	Make/Model- 109
HELICOPTER ,GLIDER	Aircraft Type - L-1329	Instrument- 740
		Multi-Eng - 6229
		Last 24 Hrs - 0
		Last 30 Days- 34
		Last 90 Days- 123
		Rotorcraft - 293

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT MADE A PRACTICE LANDING TO AN ABANDONED CONCRETE BUILDING FOUNDATION. WHILE AT A HOVER AFTER COMPLETING THE LANDING, THE PILOT EXECUTED A 90 DEGREE RIGHT PEDAL TURN AND THE TAIL ROTOR STRUCK A STRUCTURAL REINFORCING BAR THAT WAS PROTRUDING 18 INCHES OUT OF THE EDGE OF THE FOUNDATION. ANTITORQUE CONTROL WAS LOST AND THE ACFT SPUN 90 DEGREES BEFORE MAKING A HARD LANDING.

Brief of Accident (Continued)

File No. - 207

4/14/89

LAS VEGAS,NV

A/C Reg. No. N225CC

Time (Lc1) - 0800 PDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    HOVER

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    HOVER

Occurrence #3        HARD LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S POOR INFLIGHT DECISION IN SELECTING AN UNSUITABLE AREA FOR PRACTICE LANDINGS AND THE PILOT'S INADEQUATE  
VISUAL LOOKOUT RESULTING IN A TAIL ROTOR STRIKE AND LOSS OF ANTITORQUE CONTROL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 206      5/13/89      BATTLE MOUNTAIN,NV      A/C Reg. No. N2943K      Time (Lcl) - 1150 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation      -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During      -LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model      - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL A-65-8F	ELT Installed/Activated - YES/NO
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt      - 1260	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - FSS	Last Departure Point	ON AIRSTRIP
Method      - TELEPHONE	WENDOVER,UT	
Completeness      - UNK/NR	Destination	Airport Data
Basic Weather      - VMC	SAME AS ACC/INC	LANDER COUNTY
Wind Dir/Speed- 340/005 KTS	ATC/Airspace	Runway Ident      - 03
Visibility      - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 7300/ 150
Lowest Sky/Clouds      - N/A	Type of Clearance      - NONE	Runway Surface      - ASPHALT
Lowest Ceiling      - 10000 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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 231
SE LAND	Months Since      - 9	Make/Model- 23
	Aircraft Type - C-150	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 23
		Last 90 Days- 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING THE FLARE, A GUST OF WIND PICKED THE AIRCRAFT UP AND THE AIRCRAFT STALLED AND GROUNDLOOPE. THE AIRCRAFT LEFT THE RIGHT SIDE OF THE RUNWAY AND STRUCK A DITCH. THE PILOT HAD JUST PURCHASED THE AIRCRAFT AND WAS FERRYING IT TO CALIFORNIA.

Brief of Accident (Continued)

File No. - 206

5/13/89

BATTLE MOUNTAIN,NV

A/C Reg. No. N2943K

Time (Lcl) - 1150 PDT

Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2        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 was:  
INADEQUATE COMPENSATION FOR WIND CONDITION BY THE PILOT. CONTRIBUTING TO THE ACCIDENT WERE WIND GUSTS ENCOUNTERED  
DURING LANDING FLARE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 205      5/13/89      ELY,NV

A/C Reg. No. N8049R

Time (Lc1) - 1530 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	1	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - BEECH A24R

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 2750

No. of Seats - 6

Eng Make/Model - LYCOMING IO-360-A1B

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 200 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- VARIABLE/020 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - N/A

Lowest Ceiling - 50 FT OBSCURED

Obstructions to Vision- NONE

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ELKO,NV

Destination

BOULDER CITY,NV

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	493	Last 24 Hrs	-	3
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Make/Model	-	235	Last 30 Days	-	22
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Instrument	-	41	Last 90 Days	-	65
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Multi-Eng	-	1	Rotorcraft	-	0
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Instrument Rating(s) - NONE

-----Narrative-----

PLT PROCEEDED INTO DETERIORATING WX CONDS AND BECAME TRAPPED IN A VALLEY. THE PILOT REPORTED THAT WHILE FOLLOWING ROAD TO A MOUNTAIN PASS, HE ENCOUNTERED SNOW AND LOST GROUND CONTACT. THE PLT ATTEMPTED A BLIND COURSE REVERSAL AND COLLIDED WITH TREES AND TERRAIN.



Brief of Accident (Continued)

File No. - 205

5/13/89 - ELY, NV

A/C Reg. No. N8049R

Time (Lcl) - 1530 PDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE

Finding(s)

1. WEATHER CONDITION - OBSCURATION
  2. WEATHER CONDITION - SNOW
  3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S IMPROPER DECISION TO CONTINUE FLIGHT INTO IMC. CONTRIBUTING TO THE ACCIDENT WERE SNOW, OBSCURATION AND  
MOUNTAINOUS TERRAIN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 211      5/21/89      JACKPOT,NV      A/C Reg. No. N2278P      Time (Lcl) - 1030 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - STITS SA-3A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 850  
No. of Seats - 1

Eng Make/Model - CONTINENTAL A-65-8F  
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- 225/015 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  
TWIN FALLS, ID  
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

JACKPOT  
Runway Ident - 15  
Runway Lth/Wid - 5277/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 48  
Biennial Flight Review  
Current - YES  
Months Since - 16  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 365  
Make/Model- 2  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS LANDING IN GUSTY CROSSWIND. THE ACFT VEERED OFF RUNWAY, RECROSSED RUNWAY AND NOSED OVER. THE PILOT STATED THAT HE SHOULD NOT HAVE ATTEMPTED THE LANDING IN SUCH WINDY CONDITIONS.

Brief of Accident (Continued)

File No. - 211

5/21/89

JACKPOT, NV

A/C Reg. No. N2278P

Time (Lcl) - 1030 PDT

---

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

---

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
INADEQUATE WIND COMPENSATION BY THE PILOT. CONTRIBUTING TO THE ACCIDENT WERE GUSTY GROSSWINDS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 344      1/28/89      FIRE ISLAND, NY      A/C Reg. No. N25420      Time (Lcl) - 1200 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation      -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During      -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear      - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 1675	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	FARMINGDALE, NY	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	WESTHAMPTON BCH, NY	
Wind Dir/Speed-      009 KTS	ATC/Airspace	Runway Ident      - N/A
Visibility      - 30.0      SM	Type of Flight Plan - NONE	Runway Lth/Wid      - N/A
Lowest Sky/Clouds      - 2500 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - N/A
Lowest Ceiling      - NONE	Type Apch/Lndg      - FORCED LANDING	Runway Status      - N/A
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 128
SE LAND	Months Since      - 7	Last 24 Hrs - UNK/NR
	Aircraft Type - C-152	Make/Model- 97
		Instrument- 4
		Last 30 Days- 3
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS AT 2,000 FEET OVER FIRE ISLAND BEACH WHEN THE ENGINE FAILED. DURING A LANDING ON A SANDY BEACH, THE GEAR SANK INTO THE SAND AND THE AIRCRAFT NOSED OVER. A SEALANT USED ON THE OIL PRESSURE SCREEN HOUSING GASKET WAS FOUND IN THE MAIN BEARING OIL SUPPLY HOLES. THE NUMBER ONE CONNECTING ROD, BEARING, AND BOLT FAILED. METAL WAS FOUND IN THE OIL, SUCTION SCREEN, AND OIL PRESSURE SCREEN HOUSING. TEXTRON LYCOMING DOES NOT HAVE A PROCEDURE FOR THE USE OF A SEALANT ON ANY GASKETS DURING THE ASSEMBLY OF ENGINES. 100 HOUR AND ANNUAL INSPECTIONS WERE PERFORMED 1.7 HOURS PRIOR TO ENGINE FAILURE. SPECTROMETRIC OIL ANALYSIS WAS NORMAL AND THE OIL SCREEN WAS CLEANED DURING THE INSPECTIONS.

Brief of Accident (Continued)

File No. - 344

1/28/89

FIRE ISLAND, NY

A/C Reg. No. N25420

Time (Lcl) - 1200 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL FILTER/SCREEN -
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. FLUID,OIL - CONTAMINATION
4. FLUID,OIL - STARVATION
5. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
6. ENGINE ASSEMBLY,CONNECTING ROD BOLT - FAILURE,TOTAL

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
8. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE IMPROPER INSTALLATION OF AN UNAUTHORIZED SEALANT USED ON THE OIL RESSURE SCREEN HOUSING GASKET CONTAMINATED THE OIL AND RESTRICTED THE FLOW OF OIL THROUGH THE MAIN BEARINGS CAUSING OIL STARVATION AND CONNECTING ROD, BEARING, AND BOLT FAILURE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 322      2/25/89      OLCUTT, NY      A/C Reg. No. N60201      Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -DESCENT			0	0	0
					None

-----Aircraft Information-----

Make/Model - TAYLORCRAFT L-2M	Eng Make/Model - CONTINENTAL O-170-3	ELT Installed/Activated - YES/YES
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 - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	OLCUTT, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PALMER
Wind Dir/Speed- UNK/NR	-ATC/Airspace	Runway Ident - 09
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2525/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - COMPACTED
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 - 793
SE LAND, ME LAND	Months Since - 8	Make/Model- 92
	Aircraft Type - L-2M	Instrument- 42
		Multi-Eng - 522
		Last 24 Hrs - UNK/NR
		Last 30 Days- 3
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON DOWNWIND LEG, THE PILOT STATED, HE STOPPED PAYING ATTENTION TO HIS AIRSPEED BECAUSE OF THE BEAUTIFUL DAY. WHEN HE BANKED LEFT TO TURN BASE LEG THE AIRCRAFT STALLED. DURING RECOVERY FROM THE STALL THE AIRCRAFT COLLIDED WITH A HANGAR.

Brief of Accident (Continued)

File No. - 322

2/25/89

OLCOTT, NY

A/C Reg. No. N60201

Time (Lc1) - 1230 EDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - BASE TURN  
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
2.        INATTENTIVE - PILOT IN COMMAND  
3. STALL - INADVERTENT - PILOT IN COMMAND  
-----

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)  
4. OBJECT - AIRPORT FACILITY  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE INATTENTIVENESS OF THE PILOT TO MAINTAIN AIRSPEED WHILE TURNING BASE LEG FOR LANDING WHICH RESULTED IN A STALL  
AND SUBSEQUENT COLLISION WITH A HANGAR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 321      4/17/89      SO. BETHLEHEM, NY      A/C Reg. No. N6105E      Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- CONTINENTAL O-300-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 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 - 35.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SO. BETHLEHEM, PA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>SO. ALBANY</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 2850/ 28</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 10</p> <p>Aircraft Type - BE-23</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2267</p> <p>Make/Model- 1000</p> <p>Instrument- 108</p> <p>Multi-Eng - 121</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 3</p> <p>Last 90 Days- 19</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT RAN OFF THE END OF THE RUNWAY AND ONTO SOFT GROUND DURING LANDING ROLL. THE NOSE WHEEL DUG INTO THE SOFT SOD AND THE AIRCRAFT NOSED OVER ONTO ITS BACK.



Brief of Accident (Continued)

File No. - 321

4/17/89

SO. BETHLEHEM, NY

A/C Reg. No. N6105E

Time (Lc1) - 1200 EDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. PROPER DESCENT RATE - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOTS MISJUDGEMENT OF LANDING DISTANCE WHICH RESULTED IN THE FAILURE TO TOUCHDOWN AT A PROPER TOUCHDOWN  
POINT. THE PILOT ALSO FAILED TO PERFORM A GO-AROUND.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 391      1/03/89      SPRINGFIELD, OH      A/C Reg. No. N9034Y      Time (Lcl) - 0812 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage					
Type of Operation - OTHER WORK USE	DESTROYED	Fatal	Injuries			
Flight Conducted Under - 14 CFR 91	Fire	1	Serious	Minor	None	
Accident Occurred During - DESCENT	NONE	0	0	0	0	
		Crew				
		Pass				

-----Aircraft Information-----

Make/Model - PIPER PA-31	Eng Make/Model - LYCOMING TIO-540-A1B	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 - 2	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	INDIANAPOLIS, IN	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	COLUMBUS, OH	BECKLEY MUN.
Wind Dir/Speed- 090/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - .750 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 - 200 FT OBSCURED	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- FOG	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI, FLT ENG	Current - YES	Total - 1041
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - PA-31	Make/Model - 57
		Last 30 Days - 47
		Instrument - 102
		Last 90 Days - 180
		Multi-Eng - 89

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS MAKING A CONTRACT CARGO FLT UNDER FAR 91 RULES AND HAD EXPERIENCED ICG ENROUTE. WHEN JUST PAST DAYTON, HE INDICATED THAT HE "HAD A LITTLE FUEL PROBLEM" AND NEEDED TO GET INTO OSU WITHOUT DELAYS. A SHORT TIME LATER HE INDICATED THAT HE NEEDED TO GO TO THE NEAREST AIRPORT. HE WAS VECTORED TOWARD SGH FOR LDG. HE THEN INDICATED THAT HE HAD LOST AN ENGINE AND A SHORT TIME LATER INDICATED THAT HE HAD LOST THE OTHER ENGINE. THE ACFT CRASHED IN A RESIDENTIAL AREA. THERE WAS NO FIRE AND ONLY RESIDUAL FUEL WAS FOUND IN THE AIRPLANE. THE COMPANY PRESIDENT INDICATED THAT HE DID NOT ENCOURAGE HIS PILOTS TO CARRY "EXCESS FUEL". IT WAS REPORTED THAT THIS PILOT, ALONG WITH OTHERS, HAD BEEN "CHEWED OUT" FOR CARRYING "EXCESS FUEL". THE OPERATION SHOULD HAVE BEEN CONDUCTED UNDER FAR 135 RULES SINCE THE COMPANY HAD RETAINED OPERATIONAL CONTROL OF THE OPERATION.

Brief of Accident (Continued)

File No. - 391

1/03/89

SPRINGFIELD, OH

A/C Reg. No. N9034Y

Time (Lcl) - 0812 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation DESCENT

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
2. COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MANAGEMENT
3. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
4. FLUID, FUEL - EXHAUSTION
5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
6. INADEQUATE CERTIFICATION/APPROVAL - FAA(ORGANIZATION)
7. REFUELING - NOT PERFORMED - PILOT IN COMMAND
8. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FUEL EXHAUSTION PRECIPITATED BY THE INADEQUATE FUEL CONSUMPTION CALCULATIONS PERFORMED BY THE PILOT, PRESSURE FROM THE COMPANY PRESIDENT TO NOT CARRY EXCESS FUEL AND IMPROPER IN-FLIGHT PLANNING/DECISIONS BY THE PILOT BY NOT REFUELING ENROUTE BEFORE FUEL WAS EXHAUSTED. CONTRIBUTING TO THE ACCIDENT WAS THE INADEQUATE SURVEILLANCE AND CERTIFICATION OF THE OPERATOR BY THE FAA.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 388      3/13/89      TIFFIN, OH      A/C Reg. No. N2122J      Time (Lcl) - 1300 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation      -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During      -LANDING			0	0	0
					None
					1
					1

-----Aircraft Information-----

Make/Model      - PIPER PA-28-161	Eng Make/Model      - LYCOMING O-320	ELT Installed/Activated      - YES/YES
Landing Gear      - TRICYCLE-FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 2325	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 4	Rated Power      - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method      - N/A	KELLEY ISLAND, OH	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	SAME AS ACC/INC	SENECA COUNTY
Wind Dir/Speed-      UNK/NR		Runway Ident      - 06
Visibility      - 3.000 SM	ATC/Airspace	Runway Lth/Wid      - 4000/ 75
Lowest Sky/Clouds      - CLEAR	Type of Flight Plan      - NONE	Runway Surface      - ASPHALT
Lowest Ceiling      - NONE	Type of Clearance      - NONE	Runway Status      - DRY
Obstructions to Vision-      NONE	Type Apch/Lndg      - TRAFFIC PATTERN	
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age      - 39	Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - UNK/NR	Total      - 75
	Months Since      - UNK/NR	Make/Model-      6
	Aircraft Type      - UNK/NR	Instrument-      UNK/NR
		Multi-Eng      - UNK/NR
		Last 24 Hrs      - 1
		Last 30 Days-      2
		Last 90 Days-      3
		Rotorcraft      - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

DURING ROLL OUT, THE PILOT LOST DIRECTIONAL CONTROL AND VEEED OFF THE LEFT SIDE OF THE RUNWAY COLLIDING WITH A DITCH. THE PILOT INITIALLY REPORTED EXPERIENCING A LEFT BRAKE PROBLEM BUT THE GEAR EXAMINATION FAILED TO DISCLOSE A MECHANICAL MALFUNCTION. THE INVESTIGATION ALSO DISCLOSED EVIDENCE OF THE AIRPLANE PORPOISING ON THE RUNWAY SEVERAL TIMES PRIOR TO DEPARTING THE RUNWAY.

Brief of Accident (Continued)

File No. - 388

3/13/89

TIFFIN, OH

A/C Reg. No. N2122J

Time (Lcl) - 1300 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. PORPOISE - INADVERTENT - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOTS IMPROPER RECOVERY FROM A BOUNCED LANDING WHICH LED TO INADVERTENT PORPOISING AND LOSS OF DIRECTIONAL CONTROL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 397      4/24/89      MILLERSBURG, OH      A/C Reg. No. N6129C      Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - MAULE MX-7-180  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2500  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-C1F  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 110/010 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  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

HOLMES COUNTY  
Runway Ident      - 09  
Runway Lth/Wid      - 3500/ 65  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 63  
Biennial Flight Review  
Current      - YES  
Months Since      - 10  
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 437      Last 24 Hrs - 0  
Make/Model- 32      Last 30 Days- 0  
Instrument- 0      Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD COMPLETED THREE LANDINGS. WHILE ON THE FOURTH ATTEMPT, HE REPORTED, A GUST OF WIND FORCED THE ACFT OFF THE SOUTH SIDE OF RWY 09. THE ACFT WEATHERVANED INTO THE WIND AND IT'S RIGHT WING COLLIDED WITH AN EMBANKMENT OFF THE RIGHT SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 397

4/24/89

MILLERSBURG, OH

A/C Reg. No. N6129C

Time (Lcl) - 1500 EST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
  2.    COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOTS FAILURE TO COMPENSATE FOR THE GUSTY WIND CONDITIONS DURING LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 386      5/18/89      HINCKLEY, OH      A/C Reg. No. N24334      Time (Lcl) - 1115 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	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 - 1600	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		FINDLAY, OH	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		MEDINA, OH	
Wind Dir/Speed- 020/005 KTS		ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED		Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE		Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- HAZE		FULL STOP	
Precipitation - NONE			
Condition of Light - DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 196
SE LAND	Months Since - 8	Make/Model- 85
	Aircraft Type - UNK/NR	Instrument- 7
		Multi-Eng - 0
		Last 24 Hrs - 4
		Last 30 Days- 5
		Last 90 Days- 58
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD PLANNED THE FLT FOR 4 HOURS USING 6 GPH. THE ENG QUIT AFTER ABOUT 3.8 HOURS OF FLIGHT. THE PLT DID NOT STATE IF THE MIXTURE WAS LEANED DURING THE FLT. A FORCED LANDING WAS MADE TO A PLOWED FIELD AND THE AIRPLANE NOSED OVER DURING THE LANDING.



Brief of Accident (Continued)

File No. - 386

5/18/89

HINCKLEY, OH

A/C Reg. No. N24334

Time (Lcl) - 1115 EDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOTS FAILURE TO CALCULATE PROPER FUEL CONSUMPTION FOR THE FLIGHT WHICH RESULTED IN FUEL EXHAUSTION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 254      4/07/89      JEFFERSON,OK      A/C Reg. No. N4369S      Time (Lcl) - 0830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - AIR TRACTOR 301	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6200	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	POND CREEK,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 7000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT OVERCAST	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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10703
SE LAND,ME LAND	Months Since - 6	Make/Model- 4700
	Aircraft Type - C-182	Instrument- 272
		Multi-Eng - 339
		Last 24 Hrs - 10
		Last 30 Days- 220
		Last 90 Days- 621

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AG AIRPLANE WAS ON A SPRAYING FLIGHT, WHEN THE NUMBER FOUR CYLINDER CRACKED & THE ENGINE LOST POWER. DURING A SUBSEQUENT EMERGENCY LANDING, THE AIRPLANE ROLLED ABOUT 450 FT, HIT A TERRACE & NOSED OVER.

Brief of Accident (Continued)

File No. - 254

4/07/89

JEFFERSON,OK

A/C Reg. No. N4369S

Time (Lcl) - 0830 CDT

Occurrence #1      LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - CRACKED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - DIRT BANK

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
LOSS OF ENGINE POWER, DUE TO A CRACKED NUMBER 4 CYLINDER. A FACTOR RELATED TO THE ACCIDENT WAS: THE  
TERRACE (DIRT BANK) IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 320 5/06/89 TULSA,OK

A/C Reg. No. N6330D

Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries  
Fatal Serious Minor None

Type of Operation -INSTRUCTIONAL

Fire Crew 0

0 0 0 2

Flight Conducted Under -14 CFR 91

NONE Pass 0

0 0 0 0

Accident Occurred During -HOVER

-----Aircraft Information-----

Make/Model - BELL 47L

Eng Make/Model - FRANKLIN 6V-335-A

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 - 210 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 270/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

DOWNTOWN AIRPARK

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

HELICOPTER

Age - 40

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - BH-47G

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6448 Last 24 Hrs - UNK/NR

Make/Model- 950 Last 30 Days- UNK/NR

Instrument- 438 Last 90 Days- UNK/NR

Multi-Eng - 0 Rotorcraft - 5527

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE INSTRUCTOR PILOT SAID HE AND A BEGINNER STUDENT WERE IN A HOVER PRACTICE AREA AND WERE REPOSITIONING THE HELICOPTER TO ALLOW ANOTHER HELICOPTER TO HOVER OUT FROM THE RAMP. HE SAID HE ALLOWED THE STUDENT TO FOLLOW HIM ON THE CONTROLS, AND DURING THE HOVER LANDING, A GUST OF WIND CAUSED THE TAIL TO PITCH UP. AN UNEXPECTED CONTROL INPUT BY THE STUDENT CAUSED AN OVERCORRECTION WHICH ALLOWED THE TAIL ROTOR TO STRIKE THE GROUND. THERE WAS DAMAGE TO THE TAIL ROTOR, THE SKIDS, AND THE BUBBLE CANOPY.

Brief of Accident (Continued)

File No. - 320

5/06/89

TULSA,OK

A/C Reg. No. N6330D

Time (Lcl) - 1030 CDT

Occurrence #1            LOSS OF CONTROL - IN FLIGHT

Phase of Operation      HOVER

Finding(s)

1. WEATHER CONDITION - GUSTS
2. RELINQUISHING OF CONTROL - NOT UNDERSTOOD - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation      HOVER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
INADEQUATE SUPERVISION OF THE STUDENT BY THE INSTRUCTOR IN THAT HE ALLOWED THE STUDENT TO OVERPOWER HIS CONTROL  
INPUTS AFTER AN UNEXPECTED GUST OF WIND MOVED THE TAIL OF THE HELICOPTER.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 325      5/21/89      PRYOR,OK      A/C Reg. No. N39304      Time (Lcl) - 1506 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - AERONCA 65-TAC	Eng Make/Model - CONTINENTAL C90-12F	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LONGS AIRPORT NORTH
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 300
Lowest Sky/Clouds - 2200 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 2200 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 195
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A WITNESS, THE ACFT TOOK OFF TO THE SOUTH AND TURNED TO THE NORTH MAKING A LOW PASS OVER THE AIRPORT. AS THE ACFT APPROACHED WIRES THE ACFT ENTERED A RIGHT TURN AND STARTED TO SPIN. THE ACFT CONTACTED THE TERRAIN IN A NEAR VERTICAL ATTITUDE AND FLIPPED OVER INTO 18 INCHES OF WATER.

Brief of Accident (Continued)

File No. - 325

5/21/89

PRYOR,OK

A/C Reg. No. N39304

Time (Lcl) - 1506 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. MANEUVER - EXCESSIVE - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT TO MAINTAIN AIRSPEED DURING A LOW PASS OVER THE AIRPORT AFTER PULLING UP TO CLEAR WIRES  
WHICH RESULTED IN A STALL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 252      6/11/89      LUTHER,OK      A/C Reg. No. N80791      Time (Lc1) - 1550 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - SWIFT GC-1B	Eng Make/Model - CONTINENTAL C-125-2	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1710	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 125 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	STILLWATER,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PRIVATE
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 562
SE LAND	Months Since - 2	Make/Model- 28
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 2
		Last 30 Days- 5
		Last 90 Days- 28
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE WAS IN THE TURN TO FINAL APPROACH WHEN IT STALLED. THE PILOT RECOVERED FROM THE STALL, BUT THE PLANE'S RIGHT WING HIT A TREETOP & THE AIRPLANE CRASHED.



Brief of Accident (Continued)

File No. - 252

6/11/89

LUTHER,OK

A/C Reg. No. N80791

Time (Lcl) - 1550 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - TREE(S)
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    DESCENT - UNCONTROLLED

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FAILURE OF THE PILOT TO MAINTAIN ADEQUATE AIRSPEED, WHICH RESULTED IN AN INADVERTENT STALL. THE PROXIMITY OF THE  
TREES WERE A FACTOR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 218      3/03/89      FORREST GROVE,OR      A/C Reg. No. N7505Y      Time (Lcl) - 1430 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation      -OTHER WORK USE  
Flight Conducted Under      -14 CFR 133  
Accident Occurred During      -HOVER

Fire      Crew      Fatal  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - SCHWEIZER 269C  
Landing Gear      - SKID  
Max Gross Wt      - 2150  
No. of Seats      - 2

Eng Make/Model      - LYCOMING HIO-360-D1A  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 190 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 220/003 KTS  
Visibility      - 20.0 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  
HILLSBORO,OR  
Destination  
FORREST GROVE,OR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND,ME LAND  
HELICOPTER

Age - 52

Biennial Flight Review

Current      - YES  
Months Since      - 19  
Aircraft Type      - PA-18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4446	Last 24 Hrs	- 1
Make/Model-	1200	Last 30 Days-	30
Instrument-	UNK/NR	Last 90 Days-	54
Multi-Eng	- 46	Rotorcraft	- 1200

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO SLING LOAD HOLLY TREES ONTO A SEMI-TRAILER, THE PILOT MISJUDGED HIS ALTITUDE AND CAUGHT THE SKID OF HIS HELICOPTER ON THE SIDE ON THE TRAILER. THE HELICOPTER ROLLED OVER ONTO ITS SIDE.

Brief of Accident (Continued).

File No. - 218

3/03/89

FORREST GROVE,OR

A/C Reg. No. N7505Y

Time (Lcl) - 1430 PST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      HOVER

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  3. OBJECT - VEHICLE
- 

Occurrence #2            ROLL OVER  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S MISJUDGMENT OF HIS ALTITUDE AND CLEARANCE WHILE ATTEMPTING TO SLING-LOAD A TRAILER.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 383      3/16/89      HILLSBORO, OR      A/C Reg. No. N3015J      Time (Lcl) - 0002 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 150E	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HILLSBORO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 30
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 15	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 0
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 0
		Last 30 Days- 0
		Instrument- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

A NON-PILOT TOOK THE ACFT FOR NIGHT JOYRIDE AND CRASHED ON THE LANDING ATTEMPT. THE ACFT WAS FOUND ON THE RWY THE NEXT DAY. TWO TEENAGERS CONFESSED TO MAKING THE FLT. THE OWNER DELCARED THAT THE ACFT WAS TAKEN FROM A LOCKED HANGER; HOWEVER, HE STATED THAT THE KEYS TO THE ACFT WERE IN THE IGNITION. THE OWNER STATED THAT DAMAGE TO THE ACFT INDICATED THAT IT HAD BEEN FLOWN INTO THE GROUND WITHOUT A PROPER FLARE TECHNIQUE.

Brief of Accident (Continued)

File No. - 383

3/16/89

HILLSBORO,OR

A/C Reg. No. N3015J

Time (Lcl) - 0002 PST

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Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    LANDING

Finding(s)

1. FLARE - IMPROPER - UNQUALIFIED PERSON
  2.        LACK OF FAMILIARITY WITH AIRCRAFT - UNQUALIFIED PERSON
  3. STOLEN AIRCRAFT/UNAUTHORIZED USE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE IMPROPER LANDING FLARE PERFORMED BY AN UNQUALIFIED PERSON AT THE CONTROLS WHO HAD NO FLIGHT TRAINING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 277      3/23/89      EUGENE,OR      A/C Reg. No. N3823Y      Time (Lcl) - 0821 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	Serious	Minor	None	
Type of Operation -FERRY	Fire	1	0	0	0	
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0	
Accident Occurred During -CRUISE						

-----Aircraft Information-----

Make/Model - CESSNA 210D	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BROOKINGS,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	MAHLON SWEET FIELD
Wind Dir/Speed- 360/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - SPECIAL VFR	Runway Surface - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1914
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - C-210D	Make/Model- 733
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 16
		Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS FLYING TO EUGENE, OREGON TO HAVE AVIONICS WORK PERFORMED ON THE ACFT. HE DESCENDED THRU A "HOLE IN THE CLOUDS" ABOUT 17 MI FROM THE ARPT. IMC CONDITIONS PREVAILED & THE PLT OBTAINED A SPECIAL VFR CLEARANCE TO THE ARPT. HE RADIOED THAT HE HAD VISUAL CONTACT WITH THE GROUND & THAT HE WAS AT AN ALTITUDE OF JUST OVER 1000 FT. SUBSEQUENTLY, THE AIRPLANE STRUCK THE TOPS OF SVRL FIR TREES (APRX 75 TO 100 FT TALL), ATOP A MOUNTAIN RIDGE THAT ROSE TO AN ELEVATION OF ABOUT 1100 FT. THE PLT DID NOT HAVE AN INSTRUMENT RATING. THE 0755 PST WX AT EUGENE (ELEV 365 FT) WAS IN PART: 800 FT OVC, 4 MI VIS WITH FOG & SMOKE.

Brief of Accident (Continued)

File No. - 277

3/23/89

EUGENE,OR

A/C Reg. No. N3823Y

Time (Lcl) - 0821 PST

Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - HAZE/SMOKE
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
7.        LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    CRUISE

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S DECISION TO CONTINUE VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC). FACTORS  
RELATED TO THE ACCIDENT WERE: THE TERRAIN AND WEATHER CONDITIONS AT THE ACCIDENT SITE, AND THE PILOT'S  
LACK OF INSTRUMENT EXPERIENCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 204      5/06/89      YAMHILL,OR      A/C Reg. No. N6575G      Time (Lcl) - 1530 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	ESTACADA,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ASTORIA,OR	FLYING M RANCH
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 26
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2130/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 61
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 29
		Last 30 Days- 2
		Instrument- 0
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT ALLOWED ACFT TO STALL ON FINAL APPROACH. THE ACFT RAN OFF THE SIDE OF THE RWY INTO A FENCE. THE PAX WAS ALSO A STUDENT PILOT.



Brief of Accident (Continued)

File No. - 204

5/06/89

YAMHILL, OR

A/C Reg. No. N6575G

Time (Lcl) - 1530 PDT

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Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - 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

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FAILURE OF THE PILOT TO MAINTAIN PROPER AIRSPEED ON FINAL APPROACH. CONTRIBUTING TO THE ACCIDENT WAS LACK OF TOTAL  
EXPERIENCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 202      5/26/89      HERMISTON,OR      A/C Reg. No. N8768H      Time (Lcl) - 1030 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 137	Pass	0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- SCHWEIZER G-164	Eng Make/Model	- P & W R-1340-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	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	ON AIRSTRIP	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	AG STRIP	
Wind Dir/Speed	- CALM		Runway Ident	- UNK/NR
Visibility	- 30.0 SM	ATC/Airspace	Runway Lth/Wid	- 2500/ 50
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- DIRT
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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 8500
SE LAND	Months Since - 4	Make/Model	- 2500
	Aircraft Type - B-E35	Instrument	- UNK/NR
		Multi-Eng	- 0
		Last 24 Hrs	- 6
		Last 30 Days	- 125
		Last 90 Days	- 300
		Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

ON LANDING ROLL AFTER AERIAL APPLICATION, THE LEFT MAIN LNDG WHEEL SEPARATED AND WAS SEEN ROLLING AWAY FROM THE AIRCRAFT. WHEN THE GEAR STUB CONTACTED THE GROUND, THE ACFT SWERVED AND NOSED OVER. THE WHEEL WAS NOT FOUND.

Brief of Accident (Continued)

File No. - 202

5/26/89

HERMISTON,OR

A/C Reg. No. N8768H

Time (Lcl) - 1030 PDT

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Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR,WHEEL - SEPARATION
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

2. GROUND LOOP/SWERVE - UNCONTROLLED -
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FAILURE AND SEPARATION OF THE LEFT MAIN LANDING WHEEL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 213      5/29/89      BEND,OR      A/C Reg. No. N2770G      Time (Lcl) - 1026 PDT

-----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	Pass	0	0	0
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 182B	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 35.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p>PILOT BUTTE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 2500/ 20</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 67</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 18</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 2342</p> <p style="padding-left: 20px;">Make/Model- 1400</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - 1</p> <p style="padding-left: 20px;">Last 30 Days- 3</p> <p style="padding-left: 20px;">Last 90 Days- 3</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE CONCENTRATING ON CROSSWIND APPROACH, PLT ALLOWED ACFT TO CONTACT TREE TOPS. ACFT SUBSEQUENTLY LANDED HARD TO SIDE OF RUNWAY. THE PLT SAID THE TREES DAMAGED THE AILERONS AND HE HAD DIFFICULTY IN MAINTAINING DIRECTIONAL CONTROL DURING THE DESCENT.

Brief of Accident (Continued)

File No. - 213

5/29/89

BEND,OR

A/C Reg. No. N2770G

Time (Lc1) - 1026 PDT

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Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - TREE(S)
  2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  3. WEATHER CONDITION - CROSSWIND
  4. DIVERTED ATTENTION - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT ALLOWED HIS ATTENTION TO BE DIVERTED BY A CROSSWIND AND FAILED TO MAINTAIN CLEARANCE FROM TREES ON APPROACH.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 315      1/26/89      SPARTANSBURG,PA      A/C Reg. No. N115DS      Time (Lcl) - 1623 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage								
	DESTROYED	Fatal	1	Serious	0	Minor	0	None	0
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	3	0	0	0	0	0	0
Accident Occurred During -DESCENT									

-----Aircraft Information-----

Make/Model - GRUMMAN GA-7	Eng Make/Model - LYCOMING IO-320-D1D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	LANCASTER,PA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SAGINAW,MI	Runway Ident - N/A
Wind Dir/Speed- 230/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 1600 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1510
SE LAND,ME LAND	Months Since - 4	Make/Model- 780
	Aircraft Type - GA-7	Instrument- 54
		Multi-Eng - 810
		Last 24 Hrs - 0
		Last 30 Days- 16
		Last 90 Days- 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER RECEIVING A WEATHER BRIEFING FROM FSS THE PILOT DECIDED TO FLY INTO KNOWN ICING CONDITIONS WITH AN AIRCRAFT THAT WAS NEITHER CERTIFIED NOR EQUIPPED FOR FLIGHT INTO ICING CONDITIONS. THE AIRCRAFT WAS AT 6,100 FEET WHEN THE PILOT TOLD ATC THAT HE WAS PICKING UP ICE AND NEEDED A HIGHER ALTITUDE. HE WAS CLEARED TO 8,000 FEET. ACCORDING TO ATC RADAR DATA, THE AIRCRAFT REACHED 6,500 FEET, AND 12 SECONDS LATER IT WAS AT 3,500 FEET WHEN RADAR CONTACT WAS LOST. THE AIRCRAFT WAS SEEN IN A HIGH SPEED DIVE AT FULL POWER JUST PRIOR TO IMPACT WITH THE GROUND.

Brief of Accident (Continued)

File No. - 315

1/26/89

SPARTANSBURG, PA

A/C Reg. No. N115DS

Time (Lcl) - 1623 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CLIMB

Finding(s)

4. CLIMB - INITIATED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. WING - ICE
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOTS DECISION TO DISREGARD THE WEATHER FORECAST AND ATTEMPT FLIGHT INTO KNOWN ICING CONDITIONS. AFTER THE WINGS  
STARTED TO ICE UP, THE PILOT INITIATED A CLIMB BUT COULD NOT MAINTAIN AIRSPEED AND INADVERTANTLY STALLED THE AIRCRAFT  
WHICH ENTERED AN UNCONTROLLED HIGH SPEED DESCENT TO THE GROUND.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 341      1/29/89      CRALEY, PA      A/C Reg. No. N8806S      Time (Lcl) - 1615 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WINTERSTOWN, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE
Wind Dir/Speed- 285/003 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 316
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - C-150	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- 4
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT HE LANDED AT A FRIEND'S FARM WHICH HAD A SMALL RUNWAY AND AFTER ABOUT 15 MINUTES HE DEPARTED. HE SAID HE LANDED TO THE WEST AND TOOK OFF TO THE EAST. DURING THE TAKEOFF THE AIRPLANE FAILED TO CLEAR TREES AT THE END OF THE RUNWAY AND CRASHED IN A WOODED AREA. THE PILOT THOUGHT THAT HE STALLED THE AIRPLANE DURING TAKEOFF.



Brief of Accident (Continued)

File No. - 341

1/29/89

CRALEY, PA

A/C Reg. No. N8806S

Time (Lc1) - 1615 EST

Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE LOSS OF CONTROL DURING TAKEOFF DUE TO A PILOT INDUCED STALL. CONTRIBUTING TO THE ACCIDENT WAS THE WRONG RUNWAY  
SELECTED BY THE PILOT WHICH PUT THE AIRCRAFT IN A DOWNWIND TAKEOFF SITUATION AND THE PILOTS MISJUDGEMENT OF THE  
DISTANCE IT WOULD TAKE THE AIRCRAFT TO CLEAR TREES LOCATED OFF THE END OF THE RUNWAY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 326      3/16/89      HONESDALE, PA      A/C Reg. No. N5517R      Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- CONTINENTAL O-300-D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/006 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 4500 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>HANESDALE, PA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>CHERRY RIDGE</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 2270/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 25
	Months Since - N/A	Make/Model- 25
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 6
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE LANDING A GUST OF WIND CAUGHT THE AIRCRAFT FROM THE LEFT AND PUSHED IT OFF THE SIDE OF THE RUNWAY INTO SOFT MUD. THE WHEEL DUG INTO THE MUD AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 326

3/16/89

HONESDALE, PA

A/C Reg. No. N5517R

Time (Lc1) - 1630 EST

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Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE LOSS OF DIRECTIONAL CONTROL BY THE PILOT DURING LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 328      4/27/89      HANOVER, PA      A/C Reg. No. N757JS      Time (Lc1) - 1710 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1617	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	HANOVER, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HANOVER
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2610/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 14
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 14
		Last 30 Days- 7
		Instrument- 0
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THIS WAS THE PILOT'S FIRST SOLO FLIGHT. ON LANDING, TOUCHDOWN WAS HARD AND AFTER THE AIRCRAFT BOUNCED A FEW TIMES, THE PILOT ATTEMPTED A GO AROUND WITH FULL POWER, FULL FLAPS AND CARBURETOR HEAT OFF. THE AIRCRAFT HAD CLIMBED TO ABOUT 30 FEET WHEN THE STALL HORN SOUNDED. THE PILOT MADE A 180 DEGREE LEFT TURN AND THE AIRCRAFT STRUCK THE GROUND IN A LEFT WING AND NOSE LOW ATTITUDE. THE AIRCRAFT NOSED OVER TO AN INVERTED ATTITUDE FOLLOWING IMPACT WITH THE GROUND.

Brief of Accident (Continued)

File No. - 328

4/27/89

HANOVER, PA

A/C Reg. No. N757JS

Time (Lc1) - 1710 EDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2. RECOVERY FROM BOUNCED LANDING - NOT OBTAINED - PILOT IN COMMAND
  3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    GO-AROUND (VFR)

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  5.        LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  6. 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 was:  
THE FAILURE OF THE STUDENT PILOT TO MAINTAIN AIRSPEED AND DIRECTIONAL CONTROL DURING AN ATTEMPTED GO AROUND.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 329      4/27/89      SOLEBURG, PA      A/C Reg. No. N4022Q      Time (Lcl) - 1915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	NONE	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass	0	1	2
						0

-----Aircraft Information-----

Make/Model	- ADAM BALLOON UNKNOWN	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 900	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	READINGTON, NJ	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	- FULL STOP	Runway Surface
Precipitation	PRECAUTIONARY LANDING	- N/A
Condition of Light		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 579
SE LAND	Months Since - 15	Make/Model	- 124
FREE BALLOON ,GLIDER	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- 2
		Last 90 Days	- 2
		Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT AT TAKEOFF THE WIND WAS CALM; HOWEVER, AFTER ABOUT 45 MINUTES OF FLIGHT, THE WIND INCREASED SO HE ATTEMPTED TO LAND THE BALLOON IN THE NEAREST ACCEPTABLE LANDING AREA. THE WIND WAS ABOUT 15 TO 18 KNOTS AT THE TIME OF THE LANDING. THE PILOT SAID THAT THE BASKET FELL OVER AND A PASSENGER FELL OUT. THE BALLOON THEN WENT AIRBORNE AGAIN DUE TO THE LOSS OF WEIGHT AND RELANDED, HITTING THE PASSENGER WITH THE BASKET. THE BASKET CONTAINED NO RESTRAINING DEVICES TO HELP THE OCCUPANTS REMAIN INSIDE.

Brief of Accident (Continued)

File No. - 329

4/27/89

SOLEBURG, PA

A/C Reg. No. N4022Q

Time (Lc1) - 1915 EDT

Occurrence #1            HARD LANDING  
Phase of Operation      LANDING

Finding(s)

1. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND
3. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND
4. TOUCHDOWN - UNCONTROLLED - PILOT IN COMMAND
5. MISC EQPT/FURNISHINGS - LACK OF
6. ACFT/EQUIP, INADEQUATE COCKPIT/WORKPLACE - PRODUCTION/DESIGN PERSONNEL

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

7. OBJECT - OTHER PERSON

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S INADEQUATE WEATHER EVALUATION WHICH RESULTED IN DELAYING THE PRECAUTIONARY LANDING. FACTORS CONTRIBUTING  
TO THE ACCIDENT INCLUDED HIGH WINDS AND THE LACK OF RESTRAINING DEVICES INSIDE THE BASKET TO HELP THE OCCUPANTS REMAIN  
INSIDE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 222      2/14/89      PACIFIC OCEAN,PO      A/C Reg. No. N41169      Time (Lcl) - 1200      T

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -FERRY  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      1  
0      0

None  
0  
0

-----Aircraft Information-----

Make/Model      - PIPER PA-31-350  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 7000  
No. of Seats      - 1

Eng Make/Model      - LYCOMING TIO-540-J2BD  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 350 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- 230/015 KTS  
Visibility      - 50.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PAGO PAGO,PO  
Destination  
NORFOLK ISLAND,PO

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - WATER  
Runway Status      - WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 41  
Biennial Flight Review  
Current      - YES  
Months Since      - 11  
Aircraft Type      - C-402

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 9000	Last 24 Hrs	- 25
Make/Model-	300	Last 30 Days-	35
Instrument-	550	Last 90 Days-	150
Multi-Eng	- 4000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLIGHT, THE RIGHT ENGINE SUDDENLY LOST OIL PRESSURE. THE PILOT COULD SEE THAT OIL WAS COMING OUT OF THE ENGINE AREA. THE PILOT SHUT THE ENGINE DOWN. DUE TO HIGH GROSS WEIGHT, THE AIRPLANE WAS UNABLE TO MAINTAIN ALTITUDE ON THE REMAINING ENGINE. THE AIRPLANE WAS DITCHED IN THE OCEAN AND NOT RECOVERED.



Brief of Accident (Continued)

File No. - 222

2/14/89

PACIFIC OCEAN,PO

A/C Reg. No. N41169

Time (Lcl) - 1200 T

-----  
Occurrence #1            LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,OIL - NO PRESSURE
  2. 1 ENGINE -
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. AIRCRAFT PERFORMANCE,ENGINE OUT CAPABILITY - EXCEEDED
- 

Occurrence #3            DITCHING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - WATER,ROUGH
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
LOSS OF OIL PRESSURE DUE TO UNKNOWN CIRCUMSTANCES. CONTRIBUTING TO THE CAUSE OF THE ACCIDENT WAS THE OVERWEIGHT  
CONDITION OF THE AIRPLANE NECESSITATED BY OVERWATER FUEL REQUIREMENTS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 366      2/11/89      SAN JUAN, PR      A/C Reg. No. N303CR      Time (Lcl) - 1825 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ISLA GRANDE
Wind Dir/Speed- 090/009 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5317/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1200
SE LAND, ME LAND	Months Since - 17	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, ABOUT 500 FT ABOVE THE AIRPORT, THE PLT REPORTED THE ENG GRADUALLY LOST POWER. UNABLE TO LAND BACK AT THE ARPT, THE ACFT WAS DITCHED. AFTER RECOVERY & REPLACEMENT OF THE MAGNETOS, WIRING HARNESSSES, & PLUGS, THE ENG RAN WITH NO ABNORMALITIES. CONDITIONS AT THE TIME OF DEPARTURE WERE CONDUCIVE TO THE FORMATION OF CARBURETOR ICE. THE CARBURETOR HEAT CONTROL WAS FOUND IN THE OFF/COLD POSITION. TEMP WAS REPORTED AS 78 DEG F AND DEWPOINT WAS 69 DEG F.

Brief of Accident (Continued)

File No. - 366

2/11/89

SAN JUAN, PR

A/C Reg. No. N303CR

Time (Lcl) - 1825 AST

-----  
Occurrence #1            LOSS OF ENGINE POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2            DITCHING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - WATER
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT TO PROPERLY USE CARBURETOR HEAT IN CONDITIONS CONDUCIVE TO THE FORMATION OF CARBURETOR ICE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 374      3/01/89      ISLA VERDE,PR      A/C Reg. No. N28PR      Time (Lcl) - 1614 AST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - ALL CARGO	Aircraft Damage		Injuries	
Name of Carrier	-BORINQUEN AIR	SUBSTANTIAL		Fatal	0
Type of Operation	-NON SCHED,INTL,CARGO	Fire	Crew	Serious	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	Minor	2
Accident Occurred During	-APPROACH			None	0

-----Aircraft Information-----

Make/Model	- DOUGLAS DC-3	Eng Make/Model	- WRIGHT R-1820-G202	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 26200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 1200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ST. KITTS,CB	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAN JUAN,PR	LUIS MUNOZMARIN
Wind Dir/Speed- 090/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WATER - CHOPPY
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)	
ATP	Current - YES	Total - 24067	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 5	Make/Model- 6467	Last 30 Days- 25
	Aircraft Type - DC-3	Instrument- UNK/NR	Last 90 Days- 87
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CREW OF AN ALL CARGO FLIGHT EXPERIENCED A FAILURE OF THE LEFT ENGINE WHILE IN THE TRAFFIC PATTERN AT THEIR DESTINATION. THEY RAISED THE LANDING GEAR BUT FAILED TO FEATHER THE LEFT PROPELLER AND FAILED TO TRIM THE AIRCRAFT. THE RESULTING SKID AND INCREASED DRAG MADE FURTHER FLIGHT IMPOSSIBLE. THE CREW ELECTED TO DITCH THE AIRCRAFT IN A LAGOON ABOUT 2 MILES SOUTHWEST OF THE AIRPORT. THE AIRCRAFT WAS NOT RECOVERED FROM THE LAGOON AND THEREFORE IT WAS NOT DETERMINED WHY THE LEFT ENGINE LOST POWER.

Brief of Accident (Continued)

File No. - 374

3/01/89

ISLA VERDE, PR

A/C Reg. No. N28PR

Time (Lcl) - 1614 AST

-----  
Occurrence #1            LOSS OF ENGINE POWER  
Phase of Operation      APPROACH - VFR PATTERN - BASE TURN

Finding(s)  
1. 1 ENGINE -  
2. POWERPLANT - UNDETERMINED  
-----

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)  
3. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND  
4. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND  
5. AIRCRAFT PERFORMANCE - DETERIORATED  
6. TRIM SETTING - NOT USED - PILOT IN COMMAND  
-----

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)  
7. TERRAIN CONDITION - WATER  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE FLIGHT CREW TO FEATHER THE LEFT PROPELLER AND TRIM THE AIRCRAFT AFTER THE LEFT ENGINE  
STOPPED PRODUCING POWER FOR UNDETERMINED REASONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 377      3/06/89      CUSTER,SD      A/C Reg. No. N150C      Time (Lcl) - 1730 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - STINSON 108-2	Eng Make/Model - FRANKLIN 6A4-165-B3	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2230	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CUSTER,SD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CUSTER COUNTY
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 600
SE LAND	Months Since - 45	Make/Model- UNK/NR
	Aircraft Type - 108-2	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS PERFORMING A FLIGHT FOLLOWING HIS INSTALLATION OF TWO MAGNETOS. A WITNESS AND THE PLT REPORTED THAT ON CLIMB OUT THE ENGINE QUIT. THE PLT SAID HE HEARD SOMETHING BREAK IN THE ENGINE. THE PLT ATTEMPTED TO LAND ON A GRAVEL DRIVEWAY SOUTH OF THE RUNWAY. AT IMPACT, THE MAIN LANDING GEAR COLLAPSED. THE PLANE CAME TO REST AFTER SLIDING 150 FT. A POST ACCIDENT INSPECTION REVEALED THAT BOTH MAGNETOS HAD BEEN INSTALLED WITHOUT COTTER PINS ON THE DRIVE GEAR RETAINING NUTS. THIS RESULTED IN THE NUTS BACKING OFF, DISCONNECTING THE MAGNETOS, AND ONE OF THE GEARS FALLING INTO THE ENGINE, RESULTING IN THE REPORTED STOPPAGE.

Brief of Accident (Continued)

File No. - 377

3/06/89

CUSTER, SD

A/C Reg. No. N150C

Time (LCL) 1730 MST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM,MAGNETO - NOT SAFETIED
2. IGNITION SYSTEM,MAGNETO - DISENGAGED
3. MAINTENANCE,INSTALLATION - IMPROPER - 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 - LOOSE GRAVEL/SANDY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE IMPROPER MAINTENANCE BY THE PILOT IN COMMAND/OWNER IN THAT THE MAGNETO DRIVE GEAR RETAINING NUTS WERE NOT  
SAFETIED WHICH RESULTED IN THEM BACKING OFF, DISCONNECTING THE MAGNETOES AND ONE OF THE GEARS FALLING INTO THE ENGINE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 387      1/21/89      HARTSVILLE, TN      A/C Reg. No. N5834A      Time (Lcl) - 1203 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
NONE	Pass	1	1	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

-----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- 060/005 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PRIVATE  
Runway Ident - 27  
Runway Lth/Wid - 1320  
Runway Surface - GRASS/TURF  
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-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 33      Last 24 Hrs - 0  
Make/Model- 33      Last 30 Days- 0  
Instrument- 0      Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

TAKEOFF WAS FROM A PRIVATE STRIP IN A COW PASTURE. THE 1ST HALF OF THE STRIP WAS ON THE CROWN OF A HILL. IT SLOPED DOWN PAST THE MID-POINT OF THE RWY. THE PAX IN THE REAR SEAT SURVIVED & RPTD THAT DURING TAKEOFF THE AIRPLANE HIT A LITTLE DITCH, BECAME AIRBORNE, TURNED LEFT, & CLIMBED WITH A NOSE HIGH ATTITUDE. THE ENG "DID NOT MISS A LICK," HE SAID. THE PLT'S WIFE WATCHED THE TAKEOFF & SAID WHEN THE ACFT LIFTED OFF THE GROUND IT STARTED A LEFT TURN & THEN COLLIDED WITH A TREE ABOUT 300 YARDS FROM THE LIFT-OFF POINT. AFTER THE COLLISION THE AIRPLANE CONTINUED TO TURN LEFT & HIT THE GROUND NOSE FIRST, VERTICALLY. EXAMINATION OF THE AIRCRAFT AND ENGINE DID NOT REVEAL ANY PRE-IMPACT MALFUNCTIONS THAT WOULD HAVE AFFECTED THE FLIGHT.



Brief of Accident (Continued)

File No. - 387

1/21/89

HARTSVILLE, TN

A/C Reg. No. N5834A

Time (Lc1) - 1203 CST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. AIRSPEED(VR) - BELOW - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT ALLOWING THE AIRCRAFT TO LIFT-OFF PREMATURLY AT A SLOW AIRSPEED AND HIS FAILURE TO MAINTAIN DIRECTIONAL CONTROL BEFORE INADVERTENTLY ENTERING A STALL. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S EXPERIENCE LEVEL AND LACK OF QUALIFICATIONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 389 4/01/89 BOLIVAR, TN

A/C Reg. No. N6475Q

Time (Lcl) - 1630 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious

0  
0

Minor  
0  
0

None  
1  
0

-----Aircraft Information-----

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1675  
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- LIGHT AND VARIABLE  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HOLY SPRING, MS  
Destination  
BOLIVAR, TN

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - NONE  
Type Apch/Lndg - STRAIGHT-IN  
FORCED LANDING

Airport Proximity  
UNK/NR

Airport Data

HARDEMAN COUNTY  
Runway Ident - 18  
Runway Lth/Wid - 4000/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 28

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 - 191  
Make/Model- 57  
Instrument- 0  
Last 24 Hrs - 4  
Last 30 Days- 35  
Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS IN THE TRAFFIC PATTERN TO BOLIVAR AIRPORT WHEN THE ENGINE QUIT. THE PILOT HAD FLOWN ABOUT 4.0 HOURS AND ESTIMATED THAT HE HAD ABOUT 6.4 GALLONS OF FUEL RESERVE FOR THE FLT. THE WRECKAGE EXAMINATION FAILED TO DISCLOSE ANY SYSTEM MALFUNCTION OR COMPONENT FAILURE. THE AIRCRAFT COLLIDED WITH A TREE DURING THE LANDING.

Brief of Accident (Continued)

File No. - 389

4/01/89

BOLIVAR, TN

A/C Reg. No. N6475Q

Time (Lc1) - 1630 CST

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Occurrence #1            LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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Occurrence #3            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO PROPERLY PLAN REQUIRED FUEL FOR THIS FLIGHT WHICH RESULTING IN FUEL EXHAUSTION AND A FORCED  
LANDING IN A FIELD.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 342      2/26/89      EL PASO, TX      A/C Reg. No. N224BG      Time (Lcl) - 1230 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - GROB-WERKE G109B	Eng Make/Model - LIMBACH L2000	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1874	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 80 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- 160/004 KTS</p> <p>Visibility - 70.0 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 EL PASO, TX</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>WEST TEXAS</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - 4100/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p> <p>GLIDER</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</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 - 1330</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 15</td> <td>Last 30 Days- 9</td> </tr> <tr> <td>Instrument- 133</td> <td>Last 90 Days- 31</td> </tr> <tr> <td>Multi-Eng - 420</td> <td>Rotorcraft - 4</td> </tr> </table>	Total - 1330	Last 24 Hrs - 2	Make/Model- 15	Last 30 Days- 9	Instrument- 133	Last 90 Days- 31	Multi-Eng - 420	Rotorcraft - 4
Total - 1330	Last 24 Hrs - 2									
Make/Model- 15	Last 30 Days- 9									
Instrument- 133	Last 90 Days- 31									
Multi-Eng - 420	Rotorcraft - 4									

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT VEERED OFF THE RUNWAY AND STRUCK TWO PARKED ACFT FOLLOWING A LOSS OF CONTROL WHILE LANDING. THE PLT STATED THAT SHE OVERCONTROLLED WITH SPOILERS AFTER HAVING BOUNCED ON LANDING DUE TO A HIGH SINK RATE. WINDS WERE GUSTING AT THE TIME AND THE PLT WAS FLYING FROM THE RIGHT SEAT, A POSITION FROM WHICH SHE HAD LIMITED EXPERIENCE.

Brief of Accident (Continued)

File No. - 342

2/26/89

EL PASO, TX

A/C Reg. No. N224BG

Time (Lcl) - 1230 MST

Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
2. LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

5. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
PILOT IN COMMAND'S LOSS OF CONTROL DUE TO OVERCONTROLLING THE AIRCRAFT. THE SITUATION WAS PROCEEDED BY A HIGH SINK  
RATE THAT RESULTED IN A HARD LANDING WITH AN INADEQUATE RECOVERY FROM A BOUNCED LANDING. CONTRIBUTING TO THE ACCIDENT  
WAS THE PILOT'S INEXPERIENCE AT FLYING THE AIRPLANE FROM THE RIGHT SEAT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 253      4/27/89      JASPER, TX      A/C Reg. No. N201TP      Time (Lc1) - 0605 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	0	1	0	0
Pass	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-A1B6D  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - UNK/NR  
Wind Dir/Speed- 150/006 KTS  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision- GROUND FOG  
Precipitation      - NONE  
Condition of Light      - DAWN

Itinerary

Last Departure Point  
DENTON, TX  
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

BELL FIELD  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 60  
Biennial Flight Review  
Current      - YES  
Months Since      - 25  
Aircraft Type - M20J

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 4600	Last 24 Hrs	- UNK/NR
Make/Model-	3000	Last 30 Days-	UNK/NR
Instrument-	100	Last 90 Days-	UNK/NR
Multi-Eng -	0	Rotorcraft -	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS AWARE OF PATCHY FOG IN THE AREA. HE SAID HE WAS CLEAR OF THE FOG AND WAS FLYING TOWARD THE AREA OF THE AIRPORT TO SEE IF HE COULD SEE ANY LIGHTS ON THE AIRPORT. HE THOUGHT THE ALTIMETER WAS READING APRX 1300 FT, WHEN THE AIRPLANE HIT PINE TREES & CRASHED. ELEVATION AT THE ACCIDENT SITE WAS ABOUT 220 FT.

Brief of Accident (Continued)

File No. - 253

4/27/89

JASPER, TX

A/C Reg. No. N201TP

Time (Lcl) - 0605 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - DAWN
2. WEATHER CONDITION - FOG
3. OBJECT - TREE(S)
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S MISJUDGEMENT OF HIS ALTITUDE. FACTORS RELATED TO THE ACCIDENT WERE: LIGHT CONDITIONS AT  
DAWN AND GROUND FOG IN THE AREA, WHICH RESULTED IN THE PILOT'S LACK OF VISUAL PERCEPTION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 399      1/30/89      SALT LAKE CITY,UT      A/C Reg. No. N169SW      Time (Lcl) - 1525 MST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-SKYWEST AIRLINES, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	2	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	7	
Accident Occurred During	-TAXI		Other	0	0	0	7	

-----Aircraft Information-----

Make/Model	- SWEARINGEN SA-227-AC	Eng Make/Model	- GARRETT TPE 331-11UA	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 14500	Engine Type	- TURBOPROP		
No. of Seats	- 20	Rated Power	- 1000 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ROCK SPRINGS,WY	SALT LAKE CITY INTL.
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 12003/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 2400 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP	Current - YES	Total - 13512	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since - 2	Make/Model- 4012	Last 30 Days- 81
	Aircraft Type - SA-227	Instrument- 429	Last 90 Days- 246

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPTAIN STATED THAT HE WAS CLEARED BY ATC GROUND CONTROL TO PROCEED IN A TAXI LINE OF 10 AIRCRAFT THAT WERE WAITING FOR TAKEOFF. PROGRESS WAS SLOW AS THE AIRCRAFT MOVED AND THEN STOPPED AND MOVED AGAIN. AFTER ABOUT 20-30 MINUTES OF TAXIING, THE TWO SUBJECT AIRCRAFT CAME TO A STOP AGAIN. THE CAPTAIN SAID THAT WITHOUT REALIZING IT, HIS AIRCRAFT BEGAN TO CREEP UP ON THE PRECEDING AIRCRAFT UNTIL THE RIGHT ENGINE PROPELLER STRUCK THE TAIL OF THE PRECEDING AIRCRAFT CAUSING SUBSTANTIAL DAMAGE TO BOTH AIRCRAFT. THE CAPTAIN STATED THAT HE WAS AT THE CONTROLS AT THE TIME OF THE COLLISION AND COULD NOT RECALL WHAT WAS OCCUPYING HIS ATTENTION PRIOR TO THE COLLISION. POST ACCIDENT EXAMINATION FAILED TO REVEAL ANY MALFUNCTION OF THE BRAKE SYSTEM.



Brief of Accident (Continued)

File No. - 399

1/30/89

SALT LAKE CITY,UT

A/C Reg. No. N169SW

Time (Lc1) - 1525 MST

-----  
Occurrence #1            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2.        COMPLACENCY - PILOT IN COMMAND
3. OBJECT - AIRCRAFT PARKED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE CAPTAIN TO MAINTAIN A VISUAL LOOKOUT WHILE TAXIING HIS AIRCRAFT, INADVERTENTLY ALLOWING HIS  
AIRCRAFT TO CREEP INTO THE STATIONARY AIRCRAFT IN FRONT OF HIM.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 399      1/30/89      SALT LAKE CITY,UT      A/C Reg. No. N2685L      Time (Lcl) - 1525 MST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-SKYWEST AIRLINES, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	2	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	5	
Accident Occurred During	-STANDING		Other	0	0	0	9	

-----Aircraft Information-----

Make/Model	- FAIRCHILD SA-227-AC	Eng Make/Model	- GARRETT TPE331 11UA	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 14500	Engine Type	- TURBOPROP		
No. of Seats	- 21	Rated Power	- 1000 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NWS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	SAME AS ACC/INC			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	JACKSON, WY		SALT LAKE CITY INTL	
Wind Dir/Speed	- 180/006 KTS			Runway Ident	- 16
Visibility	- 2.000 SM	ATC/Airspace		Runway Lth/Wid	- 12003/ 150
Lowest Sky/Clouds	- N/A	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 2400 FT OVERCAST	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - UNK/NR	Total - 3550	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-----

WHILE WAITING IN LINE FOR THE AIRCRAFT IN FRONT TO MOVE TOWARD THE TAKEOFF AREA, THE AIRCRAFT WAS RUN INTO BY A COMPANY AIRCRAFT BEHIND IT. THE CAPTAIN OF THE OTHER AIRCRAFT STATED THAT WITHOUT REALIZING IT, HIS AIRCRAFT BEGAN TO CREEP UP ON THE PRECEDING AIRCRAFT UNTIL THE RIGHT ENGINE PROPELLER STRUCK THE TAIL OF THE PRECEDING AIRCRAFT CAUSING SUBSTANTIAL DAMAGE TO BOTH AIRCRAFT.

Brief of Accident (Continued)

File No. - 399

1/30/89

SALT LAKE CITY,UT

A/C Reg. No. N2685L

Time (Lcl) - 1525 MST

-----  
Occurrence #1            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      STANDING - ENGINE(S) OPERATING

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
2.        COMPLACENCY - PILOT OF OTHER AIRCRAFT
3. OBJECT - AIRCRAFT MOVING ON GROUND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF CAPTAIN OF N169SW TO MAINTAIN A VISUAL LOOKOUT WHILE TAXIING HIS AIRCRAFT ALLOWING HIS AIRCRAFT TO  
CREEP INTO THE STATIONARY AIRCRAFT IN FRONT OF HIM.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 340      6/17/89      BULLFROG,UT      A/C Reg. No. N1846Z      Time (Lc1) - 1215 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire	Crew	Serious	Minor	None	
Type of Operation -PERSONAL	NONE	0	0	0	1	
Flight Conducted Under -14 CFR 91		Pass	0	1	2	
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 180K	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	EAGLE,CO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BULLFROG BASIN
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1568
SE LAND	Months Since - 20	Make/Model- 18
	Aircraft Type - PA-24	Instrument- 752
		Multi-Eng - 723
		Last 24 Hrs - 3
		Last 30 Days- 18
		Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS LANDING THE TAILWHEEL-EQUIPPED AIRPLANE TO THE NORTH ON A 3500-FOOT, GRAVEL-COVERED, ASPHALT RUNWAY. THE WIND WAS FROM THE WEST AT 5 KNOTS. THE PILOT SAID HE TOUCHED DOWN IN THE FIRST QUARTER OF RUNWAY AND CORRECTED WITH LEFT AILERON FOR "AN APPARENT LEFT CROSSWIND. " HE LOST DIRECTIONAL CONTROL AND THE AIRCRAFT DEPARTED THE RIGHT SIDE OF THE RUNWAY. IT OVERTURNED IN A DITCH PARALLEL TO THE RUNWAY. THE PILOT REPORTED NO MECHANICAL DIFFICULTIES WITH THE AIRCRAFT. LATER EXAMINATION DISCLOSED THE LEFT MAIN WHEEL TIRE WAS BLOWN. THE PILOT HAD LOGGED A TOTAL OF 18 HOURS IN THE CESSNA 180K, ALL OF WHICH WAS ACQUIRED IN THE PREVIOUS 30-DAY PERIOD. HE HAD LOGGED AN ADDITIONAL 100 HOURS IN OTHER TAILWHEEL-EQUIPPED AIRPLANES.

Brief of Accident (Continued)

File No. - 340

6/17/89

BULLFROG,UT

A/C Reg. No. N1846Z

Time (Lcl) - 1215 MDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3.        LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT FAILED TO COMPENSATE FOR WIND CONDITIONS DURING THE LANDING ROLL. THE CROSSWIND WAS CONSIDERED AS A  
CONTRIBUTING FACTOR. AN UNDERLYING FACTOR TO THE ACCIDENT WAS THE PILOT'S LACK OF EXPERIENCE IN PERFORMING CROSSWIND  
LANDINGS IN THE CESSNA 180.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 355      5/20/89      WARRENTON, VA      A/C Reg. No. N9489P      Time (Lcl) - 1239 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-OTHER WORK USE	Fire	0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	0
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model	- PIPER PA-25-235	Eng Make/Model	- LYCOMING O-540-B2B5	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 235 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 180/016 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 20000 FT THIN BKN	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 1076
SE LAND,ME LAND	Months Since - 1	Make/Model	- 29
	Aircraft Type - C-172RG	Instrument	- 77
		Multi-Eng	- 16
		Last 24 Hrs	- 2
		Last 30 Days	- 12
		Last 90 Days	- 39
		Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIPER WAS TOWING A GLIDER, A SCHWEIZER SGS 2-33. DURING CLIMB ABOUT 200 FT AGL WHEN, ACCORDING TO THE TOWPLANE PLT, HIS ACFT ABRUPTLY PITCHED DOWN. THE TOWPLANE DESCENDED AND THE PLT WAS UNABLE TO RECOVER IN TIME TO AVOID THE ACFT FROM STRIKING THE GROUND. ACCORDING TO THE GLIDER PLT, DURING THE TAKEOFF CLIMB HE ENCOUNTERED AN UPDRAFT WHICH CAUSED THE GLIDER TO ACCELERATE AND CLIMB DESPITE CORRECTIVE ACTION. THE GLIDER PLT STATED THAT WHEN HE RELEASED THE TOW ROPE HE HEARD A POP SOUND AND THEN THE GLIDER PITCHED UP. THE GLIDER PILOT STATED THE AIRSPEED REACHED 105 MPH AND THE GLIDER PITCHED UP TO ABOUT 50 TO 60 DEGREES. THE GLIDER REACHED ABOUT 650 AGL BEFORE IT SLOWED TO 50 MPH AFTER WHICH HE RETURNED TO LAND. INVESTIGATION REVEALED THE GLIDER PILOT HAD 17 HRS TOTAL TIME IN GLIDERS; HOWEVER, UNTIL THE DAY OF THE ACCIDENT HE HAD NOT FLOWN GLIDERS FOR ABOUT 2 YRS. THIS WAS HIS THIRD FLIGHT OF THE DAY AND THE FIRST ONE WITHOUT AN INSTRUCTOR ABOARD.

Brief of Accident (Continued)

File No. - 355

5/20/89

WARRENTON,VA

A/C Reg. No. N9489P

Time (Lcl) - 1239 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UPDRAFT
  2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
  3. GLIDER TOW RELEASE - DELAYED - PILOT OF OTHER AIRCRAFT
  4. LACK OF RECENT EXPERIENCE - PILOT OF OTHER AIRCRAFT
  5. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE GLIDER PILOT TO MAINTAIN A PROPER CLIMB RATE DURING TAKEOFF AND THE DELAY IN RELEASING FROM  
THE TOWPLANE AFTER REALIZING THAT HE WAS CLIMBING WELL ABOVE THE TOWPLANE. CONTRIBUTING TO THE ACCIDENT WAS THE  
UPDRAFT ENCOUNTERED AFTER TAKEOFF AND THE LACK OF RECENT EXPERIENCE OF THE GLIDER PILOT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 219	3/26/89	EVERETT, WA	A/C Reg. No. N6166N	Time (Lcl) - 1400 PST
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -LANDING			0	0
			0	0
			0	0

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----Aircraft Information----

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

---

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	EVERETT, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PAYNE FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 16R
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9010/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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----Personnel Information----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 3200
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

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----Narrative----

DURING LANDING ROLL, THE PILOT LOST DIRECTIONAL CONTROL AND GROUNDLOOPEd THE AIRPLANE. THE PILOT DID NOT SUBMIT AN ACC REPORT.

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Brief of Accident (Continued)

File No. - 219

3/26/89

EVERETT, WA

A/C Reg. No. N6166N

Time (Lc1) - 1400 PST

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Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL OF THE TAILWHEEL AIRCRAFT DURING LANDING ROLL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 228      3/30/89      TACOMA, WA      A/C Reg. No. N2936C      Time (Lcl) - 0925 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE      Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 180  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-1C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 30.0 SM  
Lowest Sky/Clouds - 4000 FT SCATTERED  
Lowest Ceiling - 8000 FT OVERCAST  
Obstructions to Vision- HAZE  
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 - TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

TACOMA NARROWS  
Runway Ident - 17  
Runway Lth/Wid - 5002/ 150  
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 - 1  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 72      Last 24 Hrs - 1  
Make/Model- 6      Last 30 Days- 12  
Instrument- UNK/NR      Last 90 Days- 72  
Multi-Eng - 0      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MAKING MULTIPLE TOUCH AND GO LANDINGS. DURING HIS FOURTH TOUCH DOWN, A HARD BOUNCED LANDING OCCURRED. THE AIRCRAFT THEN TOUCHED DOWN ON THE RUNWAY IN A RIGHT WING & NOSE LOW ATTITUDE, COLLAPSING THE RIGHT MAIN LANDING GEAR.

Brief of Accident (Continued)

File No. - 228

3/30/89

TACOMA,WA

A/C Reg. No. N2936C

Time (Lcl) - 0925 PST

-----  
Occurrence #1           HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1.. FLARE - IMPROPER - PILOT IN COMMAND
  2.     LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3.     LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2           MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD
  5.     RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S IMPROPER FLARE AND IMPROPER RECOVERY FROM THE BOUNCED LANDING. CONTRIBUTING FACTORS WERE THE PILOT'S LOW  
TOTAL FLIGHT TIME AND HIS INEXPERIENCE IN THE CESSNA 180 AIRPLANE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 203      4/06/89      SEATTLE, WA      A/C Reg. No. N6395G      Time (Lc1) - 1203 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 150K	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT
Method	- UNK/NR	SEATTLE, WA	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	LOCAL	BOEING FIELD
Wind Dir/Speed-	220/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 13L
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- 10000/ 200
Lowest Ceiling	- 4000 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 - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 55
	Months Since - N/A	Make/Model-	9
	Aircraft Type - N/A	Instrument-	0
		Multi-Eng -	0
		Last 24 Hrs -	2
		Last 30 Days-	6
		Last 90 Days-	7
		Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS MAKING MULTIPLE TOUCH AND GO LANDINGS WITH A GUSTING CROSSWIND FROM THE RIGHT. THE PILOT LOST CONTROL OF THE AIRCRAFT, STRIKING THE GROUND IN A LEFT WING DOWN, NOSE RIGHT ATTITUDE. THE AIRCRAFT CAME TO REST TO THE LEFT OF THE RUNWAY ABOUT 180 DEGREES FROM THE RUNWAY HEADING. THE PLT DID NOT SUBMIT AN ACC REPORT.

Brief of Accident (Continued)

File No. - 203

4/06/89

SEATTLE,WA

A/C Reg. No. N6395G

Time (Lcl) - 1203 PDT

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Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - GUSTS
  3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE DECISION OF A STUDENT PILOT TO CONTINUE TO LAND THE AIRCRAFT WITH A CROSSWIND THAT EXCEEDED HIS ABILITY LEVEL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 245      5/06/89      KELSO,WA      A/C Reg. No. N30SK      Time (Lcl) - 1253 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED	Fatal	Serious	Minor	None		
Type of Operation - PERSONAL	Fire	0	0	1	0		
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0		
Accident Occurred During - APPROACH							

-----Aircraft Information-----

Make/Model - MCCOY SUPER KOALA	Eng Make/Model - ROTAX 503	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 52 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KELSO
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4400/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 64
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 28
		Instrument- 0
		Last 30 Days- 10
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT ON FIRST FLIGHT IN 30 DAYS IN HOMEBUILT ENCOUNTERED A CROSSWIND GUST ON LNDG APPROACH. ACFT ENTERED RIGHT BANK WHICH PLT COULD NOT CORRECT. PWR WAS ADDED FOR ATTEMPTED GO-AROUND BUT BANK CONTINUED TO IMPACT. INVESTIGATION REVEALED NO EVIDENCE OF CONTROL MALFUNCTION.

Brief of Accident (Continued)

File No. - 245

5/06/89

KELSO,WA

A/C Reg. No. N30SK

Time (Lc1) - 1253 PDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3.        LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  4. GO-AROUND - DELAYED - 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 was:  
THE PILOT'S FAILURE TO ADEQUATELY COMPENSATE FOR WIND CONDITIONS, AND THE PILOT'S DELAY IN INITIATING A GO-AROUND.  
CONTRIBUTING TO THE ACCIDENT WERE CROSSWIND GUSTS, AND LACK OF TOTAL PILOT EXPERIENCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 209      5/21/89      CONCRETE,WA      A/C Reg. No. N445CB      Time (Lcl) - 1326 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED

Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PAZMANY PL-4A  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 950  
No. of Seats      - 1

Eng Make/Model - CONTINENTAL A-75  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 75 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 270/010 KTS  
Visibility      - 30.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CONCRETE MUNICIPAL  
Runway Ident      - 25  
Runway Lth/Wid      - 2580/ 60  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND,SE SEA

Age - 40  
Biennial Flight Review  
Current      - YES  
Months Since      - 11  
Aircraft Type - DHC-2

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 9500	Last 24 Hrs	- 3
Make/Model-	124	Last 30 Days-	20
Instrument-	325	Last 90 Days-	100
Multi-Eng	- 500		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF, THE PILOT STATED HE MADE A LOW PASS OVER THE RUNWAY AND COLLIDED WITH TREES ON CLIMBOUT. WITNESSES SAID HE WAS DOING LOW LEVEL AEROBATIC MANEUVERS AT THE TIME.



Brief of Accident (Continued)

File No. - 209

5/21/89

CONCRETE,WA

A/C Reg. No. N445CB

Time (Lcl) - 1326 PDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. LOW PASS - IMPROPER - PILOT IN COMMAND
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. OBJECT - TREE(S)

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
AN IMPROPER LOW PASS AND CLEARANCE WITH TREES MISJUDGED BY PILOT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 208      5/28/89      BLACK DIAMOND,WA      A/C Reg. No. N6121D      Time (Lcl) - 0844 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PUYALLUP,WA	Runway Ident - N/A
Wind Dir/Speed- 190/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 800 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 701
SE LAND	Months Since - 5	Make/Model- 215
	Aircraft Type - PA-22	Instrument- 82
		Multi-Eng - 43
		Last 24 Hrs - 1
		Last 30 Days- 7
		Last 90 Days- 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LIFTOFF, THE ENGINE BEGAN MISFIRING AND THE PLT WAS UNABLE TO CLEAR OBSTACLES AHEAD. A TURN WAS MADE TO EFFECT A FORCED LANDING ON A PARALLEL ROADWAY. DURING ROLLOUT, THE LEFT WING STRUCK A POWER POLE. INVESTIGATION REVEALED THE LEFT MAGNETO ROTOR GEAR HAD STRIPPED.

Brief of Accident (Continued)

File No. - 208

5/28/89

BLACK DIAMOND,WA

A/C Reg. No. N6121D

Time (Lcl) - 0844 PDT

-----  
Occurrence #1        LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM,MAGNETO - DISENGAGED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation   LANDING

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE  
-----

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation   LANDING - ROLL

Finding(s)

3. OBJECT - UTILITY POLE  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
POWER LOSS DUE TO MAGNETO FAILURE. CONTRIBUTING TO THE ACCIDENT WERE LACK OF SUITABLE TERRAIN FOR FORCED LANDING AND  
THE PRESENCE OF OBSTACLES.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 270      1/19/89      ELKVIEW,WV      A/C Reg. No. N2409F      Time (Lcl) - 1945 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-FERRY	SUBSTANTIAL		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire		Crew	0	0	1
Accident Occurred During	-LANDING	NONE		Pass	0	0	1

-----Aircraft Information-----

Make/Model	- PIPER PA-38-112	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method	- UNK/NR	SUMMERVILLE,WV	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	CHARLESTON,WV	
Wind Dir/Speed	- 200/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 25000 FT THIN BKN	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 18	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 55
SE LAND	Months Since - 1	Make/Model	- 55
	Aircraft Type - PA-38	Instrument	- 1
		Last 24 Hrs	- 9
		Last 30 Days	- 24
		Last 90 Days	- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ONE OF THREE PA-38 ACFT FLYING TOGETHER FROM VENICE, FL TO BEAVER FALLS, PA. THE LEAD ACFT WAS FLOWN BY A CFI AND THE OTHER TWO ACFT, INCLUDING N2409F, WERE FLOWN BY NEWLY CERTIFICATED PVT PLTS. THE PLT OF N2409F WAS CERTIFICATED ON THE PREVIOUS DAY. ACCORDING TO THE PLT OF N2409F, FLIGHT PLANNING WAS DONE BY THE CFI. THE EN ROUTE FLIGHT WAS WITHOUT INCIDENT, EXCEPT THE FIRST REFUELING STOP WAS EARLIER THAN PLANNED, BECAUSE THEY WERE LOW ON FUEL. A SECOND REFUELING STOP WAS MADE AT SUMMERVILLE; HOWEVER, WHEN THEY LANDED THE FUEL SERVICE THERE WAS CLOSED. ACCORDING TO THE PLT, EACH ACFT HAD 4 GALS OF FUEL. HE SAID THE CFI DETERMINED THEY HAD ENOUGH FUEL TO REACH CHARLESTON, LOCATED 40 MILES AWAY. THEY TOOK OFF AND, ACCORDING TO THE PLT, ABOUT 14 MILES SOUTH OF CHARLESTON, HIS ACFT RAN OUT OF FUEL. HE MADE A FORCED LANDING AND THE ACFT COLLIDED WITH TREES DURING THE LANDING. THE OTHER TWO ACFT REACHED CHARLESTON AND WERE REFUELED WITH MORE THAN 30 GALS OF FUEL (CAPACITY WAS 32 GALS; USABLE FUEL WAS 30 GALS).

Brief of Accident (Continued)

File No. - 270

1/19/89

ELKVIEW,WV

A/C Reg. No. N2409F

Time (Lc1) - 1945 EDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. CREW/GROUP COORDINATION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING

Finding(s)

5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
INADEQUATE PREFLIGHT BY THE PILOT AND INADEQUATE CREW/GROUP COORDINATION BY THE FLIGHT LEADER (CFI),  
WHICH RESULTED IN FUEL EXHAUSTION DUE TO AN INADEQUATE SUPPLY OF FUEL. A FACTOR RELATED TO THE ACCIDENT  
WAS: THE PRESENCE OF TREES IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 378	3/01/89	EVANSTON, WY	A/C Reg. No. N11009	Time (Lcl) - 1050 MST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -APPROACH			0	0	1

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-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/011 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - 9000 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 WEST JORDAN, UT</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data EVANSTON</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 7300/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - SNOW - CRUSTED</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE, FOREIGN</p> <p>SE LAND</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - PA-38</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 91</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 12</td> <td>Last 30 Days- 22</td> </tr> <tr> <td>Instrument- 19</td> <td>Last 90 Days- 31</td> </tr> </table>	Total - 91	Last 24 Hrs - 1	Make/Model- 12	Last 30 Days- 22	Instrument- 19	Last 90 Days- 31
Total - 91	Last 24 Hrs - 1							
Make/Model- 12	Last 30 Days- 22							
Instrument- 19	Last 90 Days- 31							

Instrument Rating(s) - NONE

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-----Narrative-----

THE UK CERTIFIED PRIVATE PLT WAS FLYING A CROSS COUNTRY FLIGHT WITH HIS UK PRIVATE RATED PASSENGER. ON FINAL APPROACH TO RWY 23, THE PLT ADDED POWER TO ADJUST HIS RATE OF DESCENT. HE ADDED FULL POWER TO NO AVAIL, AND THE RATE OF DESCENT WAS STILL TOO RAPID. THE PLT SAID HE PREPARED FOR AN OFF AIRPORT LANDING. THE PLANE UNDERSHOT THE RWY AND IMPACTED WITH SNOW COVERED TERRAIN, 300 FT SHORT OF RWY 23. THE NOSE GEAR COLLAPSED AND THE WINGS WERE BENT, THE PLANE CAME TO REST 150 FT SHORT OF THE RWY.

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Brief of Accident (Continued)

File No. - 378

3/01/89

EVANSTON, WY

A/C Reg. No. N11009

Time (Lcl) - 1050 MST

Occurrence #1       UNDERSHOOT

Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2       GEAR COLLAPSED

Phase of Operation   TAKEOFF

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN
3. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT TO MAINTAIN THE PROPER DESCENT RATE ON FINAL APPROACH WHICH RESULTED IN A LANDING SHORT OF  
THE RUNWAY.









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