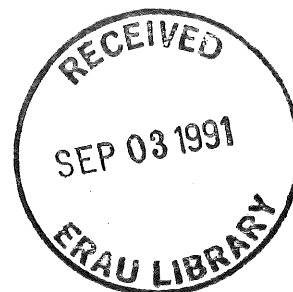


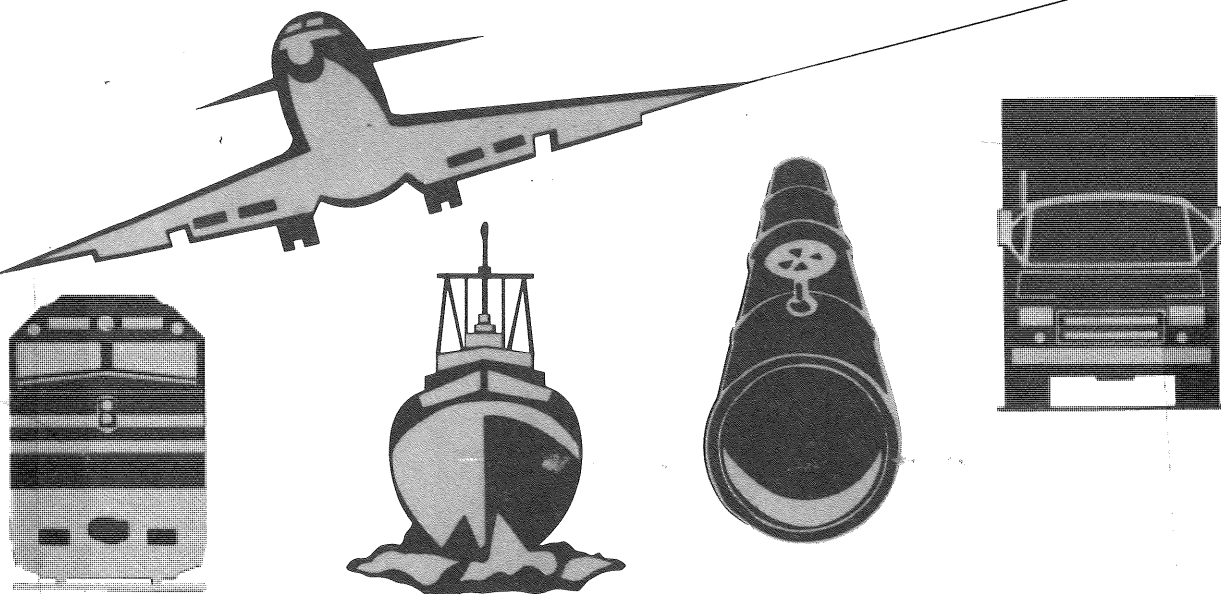
# NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

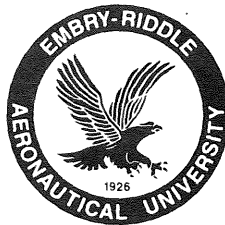


## AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 4 OF 1989 ACCIDENTS



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90/04  
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# TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-90/04	2. Government Accession No. PB90-916904	3. Recipient's Catalog No.	
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		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract <p>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> <p style="text-align: center;">File Numbers: 601 through 633 635 through 754 757 through 790 792 through 800</p>			
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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## FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

This publication is issued 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 4

CALENDAR YEAR 1989

## File Order Listing - Issue No. 4, 1989

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
601	7454N	072389	SEDONA, AZ	BEECH	BE58	NONE	60
602	58344	072489	KALAPANA, HI	HUGHES	269C	SERIOUS	166
603	23687	062889	JULIAN, CA	PIPER	PA-38-112	NONE	88
604	6352G	070889	WOODLAND, CA	CESSNA	150K	NONE	94
605	23954	053089	ONTARIO, CA	AERONCA	50F	NONE	82
606	747JR	070689	SACRAMENTO, CA	BOEING	A75	MINOR	90
607	925G	071589	MARICOPA, AZ	GROB FLUGZEU	G-102	NONE	58
608	5925D	072589	PLACERVILLE, CA	PIPER	PA-22	SERIOUS	96
609	2933D	073189	OCEANSIDE, CA	PIPER	PA-28-161	MINOR	98
610	3388E	021289	DEER VALLEY, AZ	CESSNA	172N	SERIOUS	48
611	20356	032889	SANTA BARBARA, CA	CESSNA	172	SERIOUS	62
612	9705M	040889	PRESCOTT, AZ	MOONEY	M20F	NONE	50
613	5523C	041189	SCOTTSDALE, AZ	CESSNA	T210	MINOR	52
614	9725	062389	WALDENBURG, AR	GRUMMAN-SCHW	G-164A	NONE	40
615	1846L	073089	CEDAR RAPIDS, IA	BEECH	58	NONE	170
616	1286W	070789	WYMORE, NE	WEATHERLY	201-B	NONE	260
617	1414N	070389	MORRILTON, AR	PIPER	J3 "CUB"	MINOR	42
618	89316	061489	CREVE CEUR, MO	CESSNA	140	NONE	224
619	314D	072289	ST. CLAIR, MO	CESSNA	320	NONE	226
620	8367K	061589	BRINKLEY, AR	GRUMMAN	G164	NONE	38
621	7510K	040689	MARSHALL, MN	CESSNA	180	NONE	218
622	154P	053189	COLUMBIA, MO	PIPER	PA-30	NONE	222
623	2969X	042189	BRINKLEY, AR	CESSNA	177	MINOR	36
624	8264U	013189	BRUCEYON MILLS, WV	CESSNA	172F	SERIOUS	392
625	1975N	070189	BRIDGEPORT, WV	CESSNA	140	NONE	396



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626	300PP	031389	BEXLEY, OH	HUGHES	269C	NONE	296
627	685RB	040589	SOUTHERN PINES, NC	AERO COMMAND	685	MINOR	248
628	47316	050489	RAVENNA, OH	CESSNA	152	NONE	304
629	283G	032689	NEW CARLISLE, OH	BEECH	B24R	NONE	298
630	9451T	032789	TIMMONSVILLE, SC	PIPER	PA-38-112	NONE	318
631	6613A	042289	MACON, GA	BEECH	A36	NONE	156
632	5558G	080689	DUNN, NC	CESSNA	150J	SERIOUS	254
633	7444G	072689	WILMINGTON, NC	CESSNA	172K	NONE	252
635	4534S	082489	CHARLESTON, SC	BEECH	A-36	NONE	320
636	993C	041289	AURORA, CO	STINSON	108-3	NONE	102
637	2059T	062889	HALEIWA, OAHU, HI	SCHWEIZER	SGS 2-33A	NONE	164
638	8174T	041589	VICTORVILLE, CA	CESSNA	175	NONE	66
639	2335Z	051489	GLENDALE, AZ	BEECH	23	NONE	54
640	8827W	042389	LONG BEACH, CA	PIPER	PA-28-235	NONE	70
641	1113Z	070189	BALTIMORE, MD	HUGHES	269C	NONE	210
642	7784M	070189	MCHENRY, MD	MOONEY	M-20F	MINOR	208
643	9223T	041589	GRIFFITH, IN	PIPER	PA-38-112	NONE	184
644	4240N	051789	LINDEN, MI	CESSNA	140	NONE	214
645	555JW	060389	MEEKER, CO	BOEING	PT-17	FATAL	106
646	731XG	041089	RAPELJE, MT	CESSNA	A188B	NONE	238
647	9421N	052889	ANGEL FIRE, NM	PIPER	PA-28R-200	MINOR	268
648	74191	080689	LOUISVILLE, CO	BALLOON WORK	FIREFLY 8B	SERIOUS	110
649	9276V	043089	JULIAN, CA	MOONEY	M20E	NONE	74
650	5228Q	032289	SELLERSBURG, IN	CESSNA	150L	NONE	182
651	25054	050689	FLINT, MI	CESSNA	152	NONE	212

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652	8005W	071789	CHIPPEWA FALLS, WI	PIPER	PA-28-180	MINOR	376
653	72253	031989	CHAMBLEE, GA	BEECH	A36	NONE	152
654	5548X	052389	ATLANTIC OCEAN, OF	AYRES	S2R	FATAL	284
655	88ME	061889	KALAUPAPA, HI	AMERICAN	AA-1C	FATAL	162
656	9862A	052689	LIVERMORE, CA	CESSNA	190	NONE	80
657	6061N	060389	CASHMERE, WA	BEECH	19A	NONE	364
658	41721	060289	BUENA, WA	BELL	47G-2	SERIOUS	362
659	9830	062189	BATTLE MOUNTAIN, NV	GRUMMAN-SCHW	G-164A	NONE	278
660	4769U	061489	LAS VEGAS, NV	CESSNA	TU206G	NONE	276
661	34211	061189	MINDEN, NV	CESSNA	177B	NONE	274
662	2873C	061189	GERLACH, NV	CESSNA	170B	NONE	272
663	96202	060589	VANCOUVER, WA	TAYLORCRAFT	BC-12D	NONE	366
664	79291	071289	HAY SPRINGS, NE	CESSNA	A-188B	FATAL	262
665	12208	031189	STEUBENVILLE, OH	CHAMPION	7KCAB	NONE	294
666	2549D	080589	BOULDER, CO	CESSNA	170B	NONE	108
667	39520	052389	PHOENIX, AZ	PIPER	PA-32RT-30	NONE	56
668	731ST	052089	LA COSTE, TX	CESSNA	A188B	NONE	334
669	4870B	041589	ADDISON, TX	CESSNA	152	NONE	332
670	9763N	032589	LA PORTE, TX	BENSON	B-8-M	NONE	326
671	704YY	070789	VENICE, CA	CESSNA	150M	NONE	92
672	7994F	060789	SKAGWAY, AK	PIPER	PA-32-300	NONE	12
673	8022Q	060589	PRINEVILLE, OR	ROBINSON	R-22	MINOR	312
674	4811D	041389	ARLINGTON, OR	CESSNA	182	NONE	310
675	79PK	030489	BELLINGHAM, WA	CESSNA	185	NONE	360
676	721F	040189	LOHN, TX	GULFSTREAM	680FLP	NONE	330

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677	3313T	033089	ABILENE, TX	CESSNA	177	SERIOUS	328
678	602Y	062389	BUNKIE, LA	SCHWEIZER	G-164A	NONE	196
679	6558L	042589	MANASSAS, VA	CESSNA	152	NONE	354
680	524EH	050689	GIRDWOOD, AK	BELL	412	MINOR	6
681	1789H	042389	LAUREL, MD	PIPER	PA-28-181	NONE	206
682	4074V	050689	KALSKAG, AK	CESSNA	170B	NONE	4
683	5773E	042689	CHISANA, AK	CESSNA	150A	NONE	2
684	88315	080589	CHITINA, AK	BELLANCA	7GCBC	NONE	28
685	60529	070589	EUREKA, AK	CESSNA	206	NONE	24
686	88273	070689	KILLEY RIVER, AK	BELLANCA	7GCBC	NONE	26
687	40676	063089	BELUGA, AK	MAULE	M-4-2205	MINOR	22
688	3829	052289	WATERFORD, WI	HILLER	UH-12E	NONE	372
689	8699H	052389	OAK GROVE, LA	SCHWEIZER (G	G-164A	NONE	192
690	3940X	052389	EDMOND, OK	PIPER	PA-28R-200	NONE	308
691	5267	052989	GUEYDAN, LA	GRUMMAN	G-164A	MINOR	194
692	342L	041789	MIAMI, FL	BELL	47D1	SERIOUS	118
693	4906P	060389	FORT WORTH, TX	PIPER	PA-23-250	NONE	338
694	6760C	052489	AMARILLO, TX	BEECH	A36TC	NONE	336
695	966JW	051089	TATITLEK, AK	CESSNA	C-402	NONE	8
696	9642K	060389	WASILLA, AK	STINSON	108-2	FATAL	10
697	51344	042189	OLIVE BRANCH, MS	CESSNA	150M	SERIOUS	232
698	300Y	081589	MINDEN, NV	SCHLEICHER	ASW-20BL	NONE	282
699	9916K	080689	BOULDER CITY, NV	BELL	206B	NONE	280
700	95099	080689	MOLLALA, OR	CESSNA	152	NONE	316
701	933CB	073089	BRINNON, WA	ROBINSON	R22	NONE	370

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702	129C	070989	JOHN DAY, OR	CUSHING	C2	SERIOUS	314
703	5794E	081089	TERRELL, TX	CESSNA	150	NONE	344
704	840A	042489	TRUCKEE, CA	PIPER	PA-22	NONE	72
705	6253D	041289	EUREKA, CA	CESSNA	172N	NONE	64
706	550V	050689	MONTAGUE, CA	PIPER	PA-24	NONE	76
707	39RD	042689	JACKSONVILLE, FL	SWEARINGEN	SA-226-AT	NONE	122
708	8246H	072889	CARTWRIGHT, ND	CALLAIR	A-9	NONE	256
709	39976	061289	LONGBRANCH, WA	TAYLORCRAFT	BC-12D	NONE	368
710	49177	042489	OGDEN, UT	CESSNA	152	NONE	350
711	7296J	050689	LIVINGSTON, MT	PIPER	PA-28-140	SERIOUS	242
712	3877P	081789	COPPER CENTER, AK	PIPER	PA-18A	NONE	30
713	3902G	062889	BEAR CREEK NO. 1, AK	CESSNA	206	MINOR	20
714	7291K	061089	KNIK RIVER, AK	PIPER	PA-18-100	NONE	14
715	1612Q	061189	ALEXANDER RIVER, AK	CESSNA	150-L	NONE	16
716	69DM	072389	HANNIBAL, MO	CESSNA	T210	MINOR	228
717	8846L	061889	CLAYTON, KS	PIPER	PA-25-235	MINOR	190
718	8AG	082289	LEON, IA	PIPER	PA-32-260	SERIOUS	172
719	43BL	081189	MARYS HOME, MO	BELL	206B	NONE	230
720	6249U	073189	FOUKE, AR	MOONEY	M20C	NONE	44
721	3763D	081589	RUSSELL, AR	CESSNA	182	MINOR	46
722	80357	082289	CLEAR LAKE, MN	CESSNA	172	NONE	220
723	8027L	040289	ODENTON, MD	CESSNA	172H	MINOR	204
724	29FN	032389	ROANOKE, VA	LEAR JET	25	NONE	352
725	3570L	041989	NEW CUMBERLAND, WV	CESSNA	150F	NONE	394
726	4315J	042389	WELLSVILLE, KS	PIPER	PA-28-140	SERIOUS	188

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727	5403D	031689	KNOXVILLE, TN	BEECH	H35	FATAL	324
728	5458B	040689	LUTHERSVILLE, GA	CESSNA	182	FATAL	154
729	8720Q	052189	IMMOKALEE, FL	CESSNA	TU206F	FATAL	136
730	6269Q	020989	CLEVELAND, OH	CESSNA	310Q	FATAL	292
731	41HB	031889	LENOIR, NC	MORRISEY(VAR	2150A	FATAL	246
732	704AS	061489	GOODING, ID	CESSNA	150M	NONE	174
733	1044Z	040189	BOWLING GREEN, OH	CESSNA	150L	NONE	300
734	8773Q	062189	ANCHORAGE, AK	CESSNA	U-206G	NONE	18
735	57946	042889	NEW SMYRNA BCH., FL	BOEING	A75N1	NONE	124
736	43797	051689	GAINESVILLE, FL	PIPER	PA-32R-300	MINOR	132
737	5313B	052089	MARCO, FL	CESSNA	152	NONE	134
738	9306T	050189	PALMETTO, FL	PIPER	PA-38-112	NONE	128
739	447B	042989	DAYTONA BEACH, FL	BEECH	35	MINOR	126
740	9688B	041089	MIAMISBURG, OH	CESSNA	172RG	NONE	302
741	2739C	052889	TUTWILER, MS	CESSNA	182R	NONE	234
742	9139H	052289	OKEECHOBEE, FL	CESSNA	172M	MINOR	138
743	4XK	072989	CHILTON, WI	PROSPECTOR	FK-1	NONE	380
744	9103A	072489	MILWAUKEE, WI	PIPER	PA38-112	NONE	378
745	332HM	072389	METROPOLIS, IL	GLOBE SWIFT	GC-1B	NONE	180
746	4980J	052989	FRANKFORT, IL	PIPER	PA28R-180	MINOR	178
747	2154K	063089	SEBEWAING, MI	LUSCOMBE	8A	MINOR	216
748	2601A	042189	BRAZIL, IN	PIPER	PA-38-112	SERIOUS	186
749	4585B	011489	RUSSELLS POINT, OH	CESSNA	180	MINOR	286
750	21531	011489	HAMILTON, OH	CESSNA	182P	NONE	288
751	69015	010489	THEODORE, AL	CESSNA	152	NONE	32

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752	17018	053089	JACKSONVILLE, FL	CESSNA	150L	NONE	140
753	28990	041389	SILER CITY, NC	GRUMMAN	AA-5B	NONE	250
754	758AN	070989	BLANCO, TX	CESSNA	172K	MINOR	340
757	93748	041589	WEST CHICAGO, IL	CESSNA	152	FATAL	176
758	5488F	053189	SUTHERLAND, VA	AIRCOUPE	ALON A2A	MINOR	356
759	2602L	060189	CRIDERS, VA	PIPER	PA-38-112	NONE	358
760	4127G	041789	GLENWOOD SPGS, CO	CESSNA	310E	NONE	104
761	8213W	052989	WILMINGTON, OH	PIPER	PA-28-180	FATAL	306
762	1012H	053089	CLARKSDALE, MS	AIR TRACTOR	AT-401	SERIOUS	236
763	1778W	061989	SOUTH LAKE TAHO, CA	BEECHCRAFT	A36	FATAL	86
764	9121L	050289	ALBUQUERQUE, NM	BELLANCA	7ECA	NONE	264
765	2AC	072789	HONOLULU, HI	CESSNA	337H	MINOR	168
766	972C	051089	SAN DIEGO, CA	AIRBUS	A300-B4-20	SERIOUS	78
767	1134S	042289	FREMONT, CA	SCHWIZER	T-26E	SERIOUS	68
768	65717	070289	OSHKOSH, WI	AEROFAB	LAKE LA 4-	NONE	374
769	5769M	050689	FORT MYERS, FL	CESSNA	310P	NONE	130
770	6013E	060489	CEDAR KEY, FL	CESSNA	172	NONE	142
771	6199B	070989	KISSIMMEE, FL	CESSNA	182	MINOR	146
772	9473N	070689	HILLIARD, FL	PIPER	PA-28R-200	MINOR	144
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776	8121B	020189	GALION, OH	CESSNA	172	NONE	290
777	8341K	063089	MER ROUGE, LA	GRUMMAN	G-164-B	FATAL	198
778	82644	052389	AGAR, SD	PIPER	PA-36-300	FATAL	322

## File Order Listing - Issue No. 4, 1989

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782	736YG	090489	MIDLOTHIAN, TX	CESSNA	172K	NONE	346
783	3889W	101089	HIGH ISLAND 474, GM	BELL	206B-III	MINOR	158
784	49876	100589	MOUNT PLEASANT, TX	CESSNA	A152	NONE	348
785	84865	071889	GUEYDAN, LA	AERONCA	7AC	FATAL	202
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790	34AP	061189	WAIPIO VALLEY, HI	BEECH	H18	FATAL	160
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796	90985	032589	DAYTONA BCH SHR, FL	BELLANCA	7KCAB	FATAL	114
797	711BF	040889	TAMPA, FL	BEECH	C-45H	SERIOUS	116
798	1032U	030889	FORT MYERS, FL	PIPER	PA-34-200	NONE	112
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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 4 OF 1989 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 683      4/26/89      CHISANA,AK      A/C Reg. No. N5773E      Time (Lcl) - 0800 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	0
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 150A	Eng Make/Model - LYCOMING O320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1760	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point CHISANA,AK	
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	HOMESTEAD STRIP
Basic Weather - VMC	ATC/Airspace	Runway Ident - UNK/NR
Wind Dir/Speed- LIGHT AND VARIABLE	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 50
Visibility - 25.0 SM	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WET HOLES
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 780
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 480
		Last 30 Days- 2
		Instrument- UNK/NR
		Last 90 Days- 4
		Multi-Eng - UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT LANDED IN A FIELD WHICH HE KNEW CONTAINED AREAS OF MUD. DURING THE LANDING ROLL, THE ACFT CONTACTED A LARGE MUDDY AREA. THE NOSE GEAR SANK INTO THE MUD AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 683

4/26/89

CHISANA, AK

A/C Reg. No. N5773E

Time (Lcl) - 0800 ADT

Occurrence #1 NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. TERRAIN CONDITION - SOFT
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S SELECTION OF UNSUITABLE TERRAIN FOR THE LANDING. THE SOFT/UNEVEN TERRAIN IS CONSIDRED TO BE A CONTRIBUTING FACTOR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 682      5/06/89      KALSKAG, AK      A/C Reg. No. N4074V      Time (Lcl) - 1400 ADT

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

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

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

Make/Model	- CESSNA 170B	Eng Make/Model	- CONTINENTAL C-145-2	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

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

<p>Weather Data</p> <p>Wx Briefing      - NO RECORD OF BRIEFING</p> <p>Method           - N/A</p> <p>Completeness    - N/A</p> <p>Basic Weather    - IMC</p> <p>Wind Dir/Speed- 045/005 KTS</p> <p>Visibility        - 10.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling    - 600 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation     - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">KALSKAG, AK</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance   - NONE</p> <p>Type Apch/Lndg      - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">KALSKAG</p> <p>Runway Ident       - 06</p> <p>Runway Lth/Wid    - 3200/ 50</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</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 28</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 13</p> <p style="padding-left: 20px;">Aircraft Type - C-207</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>- 5000</td> <td>Last 24 Hrs</td> <td>- 5</td> </tr> <tr> <td>Make/Model</td> <td>- 5</td> <td>Last 30 Days</td> <td>- 5</td> </tr> <tr> <td>Instrument</td> <td>- 82</td> <td>Last 90 Days</td> <td>- 5</td> </tr> </table>	Total	- 5000	Last 24 Hrs	- 5	Make/Model	- 5	Last 30 Days	- 5	Instrument	- 82	Last 90 Days	- 5
Total	- 5000	Last 24 Hrs	- 5											
Make/Model	- 5	Last 30 Days	- 5											
Instrument	- 82	Last 90 Days	- 5											

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT OCCURRED WHILE THE PILOT WAS MAKING A TOUCH AND GO LANDING. THE AIRPLANE BOUNCED ON TOUCHDOWN AND THE PILOT LOST DIRECTIONAL CONTROL. THE AIRPLANE WEATHER VANED AND DEPARTED THE SIDE OF THE RUNWAY WHERE IT CONTACTED ROUGH TERRAIN. THE PLT HAD A TOTAL OF 5 HOURS FLIGHT TIME IN CONVENTIONAL GEARED AIRPLANES AND ZERO HOURS IN THE PRECEDING 90 DAYS. THE AIRPLANE DID NOT HAVE A CURRENT ANNUAL INSPECTION.

Brief of Accident (Continued)

File No. - 682

5/06/89

KALSKAG, AK

A/C Reg. No. N4074V

Time (Lcl) - 1400 ADT

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

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. TOUCHDOWN - MISJUDGED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5.      LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Occurrence #3      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:  
THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE FOLLOWING A BOUNCED LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 680      5/06/89      GIRDWOOD, AK      A/C Reg. No. N524EH      Time (Lcl) - 1238 ADT

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-ERA HELICOPTERS INC.	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	IN FLIGHT	Pass	0	0	2	0	
Accident Occurred During	-CRUISE			0	0	0	0	

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

Make/Model	- BELL 412	Eng Make/Model	- P&W PT6T-3B	ELT Installed/Activated	- YES/YES
Landing Gear	- EMERGENCY FLOAT	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 11900	Engine Type	- TURBOSHAFT		
No. of Seats	- 13	Rated Power	- 1025 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	VALDEZ, AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	Runway Ident - N/A
Wind Dir/Speed - 040/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 5500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 9300
SE LAND, ME LAND	Months Since - 2	Make/Model - 1700
HELICOPTER	Aircraft Type - BH-206B	Instrument - 940
		Multi-Eng - UNK/NR
		Last 24 Hrs - 6
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - 9300

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

WHILE IFR AT 10,000 FEET OVER MOUNTAINOUS TERRAIN, THE HELICOPTER EXPERIENCED VIOLENT VERTICAL VIBRATIONS, WHICH CONTINUED UNTIL THE CRASH-LANDING ABOUT FIVE MINUTES LATER. ON BOARD WEATHER RADAR WAS USED TO GUIDE THE HELICOPTER AROUND THE MOUNTAIN TOPS, WHICH WERE IN THE CLOUDS. AT ABOUT 200 FEET ABOVE THE GROUND, THE HELICOPTER CAUGHT FIRE, TAIL ROTOR CONTROL WAS LOST, BOTH ENGINES QUIT, AND CYCLIC CONTROL BECAME UNRESPONSIVE. THE HELICOPTER WAS DESTROYED BY POST-CRASH FIRE. ABOUT ONE HOUR OF FLT TIME EARLIER, THE HELICOPTER HAD UNDERGONE AN INSPECTION, DURING WHICH THE MAIN ROTOR FLIGHT CONTROL SYSTEM BOLTS HAD BEEN RETORQUED. ALL BUT ONE OF THESE BOLTS WERE FOUND IN THE WRECKAGE. HOWEVER, THE ROD END FOR THE MISSING BOLT WAS FOUND.

Brief of Accident (Continued)

File No. - 680

5/06/89

GIRDWOOD,AK

A/C Reg. No. N524EH

Time (Lcl) - 1238 ADT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL,CYCLIC CONTROL - DISCONNECTED
  2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
A MAIN ROTOR FLIGHT CONTROL BOLT (PART NUMBER 20-057-6-38D) CAME OUT OF ITS ROD END BEARING WHILE IN FLIGHT DUE TO  
THE BOLT BEING IMPROPERLY TORQUED DURING MAINTENANCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 695      5/10/89      TATITLEK,AK      A/C Reg. No. N966JW      Time (Lcl) - 1455 ADT

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

Type Operating Certificate	COMMUTER	Aircraft Damage	Injuries			
Name of Carrier	-WILBURS INCORPORATED	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass 0	0	0	4
Accident Occurred During	-LANDING					

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

Make/Model	- CESSNA C-402	Eng Make/Model	- CONTINENTAL IO-520-E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	ANCHORAGE,AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TATITLEK,AK	TATITLEK
Wind Dir/Speed- 130/007 KTS	ATC/Airspace	Runway Ident - 12
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 2200/ 95
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SOFT
Obstructions to Vision- NONE	FULL STOP	ROUGH
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)	
ATP	Current - UNK/NR	Total - 11025	Last 24 Hrs - 3
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 1	Make/Model- 80	Last 30 Days- 88
HELICOPTER	Aircraft Type - C-402	Instrument- 815	Last 90 Days- 229
		Multi-Eng - 2832	Rotorcraft - 7808

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PILOT-IN-COMMAND TOUCHED DOWN ON THE GRAVEL RUNWAY AND BEGAN TO APPLY BRAKES. THE AIRPLANE BEGAN TO VEER TO THE LEFT AND THE PILOT RELEASED THE BRAKES AND USED ASYMMETRIC POWER AND BRAKING, BUT THE AIRPLANE STILL LEFT THE RUNWAY ABOUT MIDWAY DOWN THE RUNWAY. SUBSEQUENT EXAMINATION REVEALED THAT A SMALL WASHER PLACED BENEATH THE BOLT HEAD, WHICH HOLDS THE UPPER AND LOWER SCISSORS ASSEMBLY TOGETHER, HAD PULLED THROUGH ON THE LEFT MAIN GEAR ALLOWING THE LOWER HALF OF THE MAIN GEAR TO PIVOT FREELY.



Brief of Accident (Continued)

File No. - 695

5/10/89

TATITLEK,AK

A/C Reg. No. N966JW

Time (Lcl) - 1455 ADT

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

Finding(s)

1. LANDING GEAR,MAIN GEAR STRUT SCISSORS - FAILURE,TOTAL
2. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
INSTALLATION OF THE IMPROPER WASHER ON THE SCISSORS ASSEMBLY OF THE LEFT MAIN LANDING GEAR. THE EXTRA FORCES ENCOUNTERED  
ON A GRAVEL RUNWAY WERE SUFFICIENT TO PULL THE BUSHING, WASHER, AND BOLT THROUGH THE SCISSORS ASSEMBLY AND ALLOWING  
THE LOWER HALF TO PIVOT FREELY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 696      6/03/89      WASILLA, AK      A/C Reg. No. N9642K      Time (Lc1) - 1015 ADT

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

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

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

Make/Model - STINSON 108-2	Eng Make/Model - CONTINENTAL O-470-MCR	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3160	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 - UNK/NR		SAME AS ACC/INC	
Completeness - PARTIAL, LMTD BY PILOT		Destination	Airport Data
Basic Weather - VMC		ANCHORAGE, AK	LAKE LUCILLE
Wind Dir/Speed- 060/005 KTS			Runway Ident - N/A
Visibility - 60.0 SM	ATC/Airspace		Runway Lth/Wid - 10000/ 500
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Flight Plan - VFR		Runway Surface - WATER
Lowest Ceiling - 4000 FT BROKEN	Type of Clearance - VFR		Runway Status - WATER-CALM
Obstructions to Vision- NONE	Type Apch/Lndg - 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 - 501
SE LAND, SE SEA	Months Since - 23	Make/Model- 268
	Aircraft Type - 108	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- 21
		Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

IMMEDIATELY AFTER TAKING OFF FROM THE WATER, THIS PRIVATE PILOT EXECUTED A LOW ALTITUDE STEEP LEFT TURN WHICH RESULTED IN A STALL-SPIN INTO THE LAKE. NO EVIDENCE TO INDICATED PRE-ACCIDENT FAILURE OR MALFUNCTION OF THE FLIGHT CONTROL, ENGINE, OR AIRFRAME WERE NOTED. NO MEDICAL FACTORS WERE IDENTIFIED WHICH COULD BE CONSIDERED CASUAL.

Brief of Accident (Continued)

File No. - 696

6/03/89

WASILLA,AK

A/C Reg. No. N9642K

Time (Lc1) - 1015 ADT

-----  
Occurrence #1            ABRUPT MANEUVER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2.     OSTENTATIOUS DISPLAY - PILOT IN COMMAND
  3.     OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
- 

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

Finding(s)

4. AIRSPEED(VS) - NOT MAINTAINED - 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 - WATER
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
PILOT FAILED TO OPERATE THE AIRCRAFT WITHIN ITS RECOMMENDED PARAMETERS, RESULTING IN LOSS OF CONTROL AND A STALL-SPIN  
INTO THE WATER.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 672      6/07/89      SKAGWAY, AK      A/C Reg. No. N7994F      Time (Lcl) - 2046 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-SKAGWAY AIR SERVICE	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	5
Accident Occurred During	-LANDING						

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

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1A5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	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	SKAGWAY, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	JUNEAU, AK		Runway Ident	- N/A
Wind Dir/Speed	- VARIABLE/005 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 20.0 SM	Type of Flight Plan	- VFR	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- VFR	Runway Status	- N/A
Lowest Ceiling	- 4000 FT OVERCAST	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 640	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 1	Make/Model - 70	Last 30 Days - 60
	Aircraft Type - PA-32	Instrument - UNK/NR	Last 90 Days - 160
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE MANEUVERING IN MOUNTAINOUS TERRAIN, THE AIRPLANE BEGAN LOSING ALTITUDE AS IT APPROACHED A PASS. UNABLE TO MAINTAIN ALTITUDE, THE AIRPLANE WAS LANDED ON A SNOW FIELD. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 672

6/07/89

SKAGWAY, AK

A/C Reg. No. N7994F

Time (Lcl) - 2046 ADT

-----  
Occurrence #1            ALTITUDE DEVIATION, UNCONTROLLED  
Phase of Operation      MANEUVERING

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
  2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  5. 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 USE PROPER INFLIGHT PLANNING TO IDENTIFY WIND CONDITIONS (DOWNDRAFTS) DURING THE FLIGHT.  
AS A RESULT, THE PILOT WAS UNABLE TO MAINTAIN ALTITUDE AND THE AIRPLANE COLLIDED WITH MOUNTAINOUS TERRAIN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 714      6/10/89      KNIK RIVER, AK      A/C Reg. No. N7291K      Time (Lcl) - 1210 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      0  
NONE      Pass      0

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

Make/Model      - PIPER PA-18-100  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1750  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL O-200-A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 090/015 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 31  
Biennial Flight Review  
Current      - YES  
Months Since      - 22  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 706      Last 24 Hrs - 1  
Make/Model- 341      Last 30 Days- 1  
Instrument- 5      Last 90 Days- 1  
Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND REPORTED THAT DURING BACKTAXI FOR TAKEOFF A GUST OF WIND RAISED THE TAIL AND NOSED THE AIRPLANE OVER ONTO ITS BACK.

Brief of Accident (Continued)

File No. - 714

6/10/89

KNIK RIVER, AK

A/C Reg. No. N7291K

Time (Lcl) - 1210 ADT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      TAXI - TO TAKEOFF

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT-IN-COMMAND TO MAINTAIN CONTROL OF THE AIRPLANE ON THE GROUND BY PROPER USE OF THE FLIGHT  
CONTROLS DURING GUSTING WINDS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 715      6/11/89      ALEXANDER RIVER, AK      A/C Reg. No. N1612Q      Time (Lcl) - 1630 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	1
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 150-L	Eng Make/Model - LYCOMING O-320-A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	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	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - 16
Wind Dir/Speed- 160/007 KTS	ATC/Airspace	Runway Lth/Wid - 1800/ 50
Visibility - 100.0 SM	Type of Flight Plan - VFR	Runway Surface - GRAVEL
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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3700
SE LAND, SE SEA	Months Since - 13	Last 24 Hrs - 1
	Aircraft Type - C-150	Make/Model- 6
		Last 30 Days- 1
		Instrument- 3
		Last 90 Days- 1
		Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE WAS LANDED LONG ON AN UNIMPROVED STRIP. IT TOUCHED DOWN HARD WHICH RESULTED IN THE PROPELLER STRIKING THE GROUND. A GO-AROUND WAS ATTEMPTED UNSUCCESSFULLY BECAUSE OF INSUFFICIENT THRUST FROM THE DAMAGED PROPELLER. THE PILOT INTENTIONALLY SWERVED THE AIRPLANE INTO THE ADJACENT RIVER TO AVOID PEOPLE & EQUIPMENT ON THE FAR END OF THE STRIP.



Brief of Accident (Continued)

File No. - 715

6/11/89

ALEXANDER RIVER, AK

A/C Reg. No. N1612Q

Time (Lcl) - 1630 ADT

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

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. PROPELLER SYSTEM/ACCESSORIES, BLADE - BENT
5. GO-AROUND - DISCONTINUED - PILOT IN COMMAND

Occurrence #3      ABRUPT MANEUVER  
Phase of Operation      LANDING - ROLL

Finding(s)

6. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

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

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 PILOT TO LAND AT THE PROPER TOUCHDOWN POINT AND THE RESULTING HARD LANDING. DAMAGE TO THE AIRPLANE  
PRECLUDED A GO-AROUND AND RESULTED IN THE INTENTIONAL SWERVE INTO A RIVER TO AVOID INJURIES TO PEOPLE ON THE GROUND.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 734      6/21/89      ANCHORAGE, AK      A/C Reg. No. N8773Q      Time (Lcl) - 0705 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	2
Accident Occurred During -TAKEOFF					

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

Make/Model - CESSNA U-206G	Eng Make/Model - CONTINENTAL IO-520-F9	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 090/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 331
SE LAND, SE SEA	Months Since - 18	Last 24 Hrs - 1
	Aircraft Type - 177RG	Make/Model- 2
		Last 30 Days- 15
		Instrument- 67
		Last 90 Days- 26
		Multi-Eng - 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT REPORT SUBMITTED BY THE FLYING CLUB CHIEF INDICATED THAT THE PILOT DID NOT RELEASE THE TAIL TIEDOWN DURING HIS PREFLIGHT INSPECTION. IT WAS ATTACHED TO A 4X4 POST IN A CONCRETE WEIGHT. DURING THE ATTEMPTED TAKEOFF THE AIRPLANE WOULD NOT GET ON STEP. THE TAKEOFF WAS ABORTED. A SECOND TAKEOFF WAS ATTEMPTED FROM THE MIDDLE OF THE LAKE. DURING THE TAKEOFF THE NOSE BEGAN TO PITCH UP APPROACHING A STALL. THE PILOT PUSHED THE YOKE FORWARD & THE AIRPLANE SETTLED BACK ONTO THE WATER JUST PRIOR TO IMPACT WITH THE LAKE'S DEPARTURE END SHORELINE.

Brief of Accident (Continued)

File No. - 734

6/21/89

ANCHORAGE, AK

A/C Reg. No. N8773Q

Time (Lc1) - 0705 ADT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. MISC EQPT/FURNISHINGS - NOT REMOVED
3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
4. TIE DOWN - NOT CORRECTED - PILOT IN COMMAND
5. CLIMB - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT TO CONDUCT A PROPER PRE-FLIGHT INSPECTION AND REMOVE THE TAIL MOORING FROM THE FLOAT PLANE.  
CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S OVER CONFIDENCE IN HIS PERSONAL ABILITY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 713      6/28/89      BEAR CREEK NO.1,AK      A/C Reg. No. N3902G      Time (Lcl) - 2150 ADT

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

Fire      Crew      Fatal  
ON GROUND      Pass      0

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

Make/Model      - CESSNA 206  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3600  
No. of Seats      - 1

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 350/010 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  
FAIRBANKS,AK  
Destination  
BEAR CREEK NO.1,AK

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BEAR CREEK NO. 1  
Runway Ident      - 31  
Runway Lth/Wid      - 2800/      70  
Runway Surface      - DIRT  
Runway Status      - DRY

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

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

Age - 48  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 998      Last 24 Hrs - 1  
Make/Model- 750      Last 30 Days- 33  
Instrument- 119      Last 90 Days- 91  
Multi-Eng - 7

Instrument Rating(s) - NONE

-----Narrative-----

THIS PRIVATE PILOT CRASHED WHILE HAULING FUEL INTO A PRIVATE MOUNTAINOUS AIRSTRIP. HE REPORTED THAT HE LANDED HARD FROM ABOUT 15 FEET WHEN HE ENCOUNTERED A DOWNDRAFT. THE AIRPLANE BOUNCED, AT WHICH TIME THE PILOT LOST SIGHT OF THE RUNWAY, DUE TO LANDING INTO THE SUN. THE PILOT THEN LOST CONTROL, AND THE AIRPLANE CRASHED OFF THE SIDE OF THE RUNWAY, AND WAS DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 713

6/28/89

BEAR CREEK NO.1, AK

A/C Reg. No. N3902G

Time (Lcl) - 2150 ADT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - CROSSWIND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. LIGHT CONDITION - SUNGLARE
6. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S INPROPER RECOVERY FROM A BOUNCED LANDING WHICH RESULTED IN A LOSS OF DIRECTIONAL CONTROL. CONTRIBUTING  
TO THE ACCIDENT WAS THE PILOTS OVERCONFIDENCE IN PERSONAL ABILITY, THE GUSTY CROSSWIND CONDITIONS AND THE SUNGLARE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 687      6/30/89      BELUGA,AK      A/C Reg. No. N40676      Time (Lcl) - 1305 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	1	1
Accident Occurred During -LANDING					

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

Make/Model - MAULE M-4-2205	Eng Make/Model - FRANKLIN 6A-350-C1	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	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	MCARTHUR RIVER,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 030/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 70.0 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 - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 493
SE LAND	Months Since - 10	Make/Model- 123
	Aircraft Type - M-4	Instrument- 0
		Multi-Eng - 0
		Last 24 Hrs - 2
		Last 30 Days- 14
		Last 90 Days- 322
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT STATED THAT JUST BEFORE TOUCHDOWN, A RIGHT CROSSWIND OF ABOUT 15 KNOTS CHANGED TO A QUARTERING TAILWIND AND BLEW THE AIRPLANE TO THE LEFT OF THE INTENDED LANDING AREA. THE PILOT LOST CONTROL AND THE AIRPLANE NOSED OVER ONTO IT'S BACK.

Brief of Accident (Continued)

File No. - 687

6/30/89 BELUGA,AK

A/C Reg. No. N40676

Time (Lcl) - 1305 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO PROPERLY CORRECT FOR A CROSSWIND DURING LANDING WHICH RESULTED IN A LOSS OF CONTROL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 685      7/05/89      EUREKA, AK      A/C Reg. No. N60529      Time (Lcl) - 1930 ADT

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

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

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

Make/Model	- CESSNA 206	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

<p>Weather Data</p> <p>Wx Briefing      - FSS</p> <p>Method          - TELEPHONE</p> <p>Completeness   - UNK/NR</p> <p>Basic Weather   - VMC</p> <p>Wind Dir/Speed - 160/008 KTS</p> <p>Visibility      - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling   - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation    - NONE</p> <p>Condition of Light   - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ANCHORAGE, AK</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   - UNK/NR</p> <p>Type Apch/Lndg      - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRSTRIP</p> <p>Airport Data</p> <p>Runway Ident      - UNK/NR</p> <p>Runway Lth/Wid   - 1300/ 15</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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current      - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - C-206</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total      - 535</p> <p>Make/Model - 300</p> <p>Instrument - 0</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days - 16</p> <p>Last 90 Days - 27</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE ACFT BOUNCED DURING LANDING SO HE ATTEMPTED A GO-AROUND. HE STATED THE ACFT WOULD NOT MAINTAIN FLT AND IT STRUCK AN OLD CONVEYER BELT LOCATED NEAR THE AIRSTRIP. THE PILOT REPORTED THAT THE FLAPS WERE IN THE FULL UP POSITION AFTER THE ACCIDENT.



Brief of Accident (Continued)

File No. - 685

7/05/89

EUREKA, AK

A/C Reg. No. N60529

Time (Lcl) - 1930 ADT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - ROLL

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
  3. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
  4. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
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 FAILED TO MAINTAIN CONTROL OF THE AIRPLANE DURING A HARD LANDING A SUBSEQUENT GO-AROUND ATTEMPT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 686      7/06/89      KILLEY RIVER, AK      A/C Reg. No. N88273      Time (Lcl) - 1330 ADT

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

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

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

Make/Model	- BELLANCA 7GCBC	Eng Make/Model	- LYCOMING D-320	ELT Installed/Activated	- YES/YES
Landing Gear	- FLOAT	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	SOLDOTNA, AK			
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	- 50.0 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 - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 697	Last 24 Hrs - 1
SE LAND, SE SEA	Months Since - 22	Make/Model - 624	Last 30 Days - 3
	Aircraft Type - C-172	Instrument - 71	Last 90 Days - 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS FLYING AT AN ALT OF 50-75 FEET AGL SPOTTING BEAR WHEN THE ACCIDENT OCCURRED. THE FLT WAS TRAVELING TOWARD A RIDGE LINE AND THE PLT REPORTED A DOWNDRAFT FROM THE RIDGE CAUSED THE ACFT TO LOSE ALT. THE PLT ATTEMPTED TO RECOVER WITH FULL PWR; HOWEVER, THE ACFT STALLED AT AN ALT OF 10 FT AGL AND DESCENDED TO IMPACT WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 686

7/06/89

KILLEY RIVER, AK

A/C Reg. No. N88273

Time (Lc1) - 1330 ADT

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

Finding(s)

1. WEATHER CONDITION - MOUNTAIN WAVE
  2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
  5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  6. AIRSPEED(VYSE) - IMPROPER - PILOT IN COMMAND
  7. STALL
- 

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 FAILED TO ASSURE SUFFICIENT ALT WAS OBTAINED TO COMPENSATE FOR THE DOWNDRAFTS NEAR THE RIDGE LINE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 684      8/05/89      CHITINA, AK      A/C Reg. No. N88315      Time (Lcl) - 1600 ADT

-----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 - TAKEOFF						

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

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320-A2D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1700	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	LOCAL	
Wind Dir/Speed- 170/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 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 - UNK/NR		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 350
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-----

THE PILOT STATED THAT DURING THE INITIAL CLIMB OUT THE AIRPLANE STALLED AND CRASHED ON THE GRAVEL BAR. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 684

8/05/89

CHITINA, AK

A/C Reg. No. N88315

Time (Lcl) - 1600 ADT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB  
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
2. STALL/MUSH - NOT IDENTIFIED - PILOT IN COMMAND  
-----

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 FAILURE TO MAINTAIN AIRSPEED DURING CLIMB OUT, WHICH RESULTED IN THE ACFT STALLING AND IMPACTING  
THE TERRAIN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 712      8/17/89      COPPER CENTER, AK      A/C Reg. No. N3877P      Time (Lcl) - 1700 ADT

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

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

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

Make/Model	- PIPER PA-18A	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- 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	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 160/010 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 60.0 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	- FULL STOP		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2000	Last 24 Hrs - 6
SE LAND, SE SEA	Months Since - 4	Make/Model - 700	Last 30 Days - 35
	Aircraft Type - C-180	Instrument - 30	Last 90 Days - 160
		Multi-Eng - 6	Rotorcraft - 30

Instrument Rating(s) - NONE

-----Narrative-----

DURING ROLL OUT THE PILOT LOST CONTROL OF THE AIRPLANE. A WHEEL LANDING WAS MADE ON ROUGH TERRAIN. HARD BRAKING WAS USED WHICH RESULTED IN THE PROPELLER GOUGING INTO THE GROUND. THE AIRPLANE THEN NOSED OVER ONTO ITS BACK. THE LANDING WAS MADE ON ROUGH OFF-AIRPORT TERRAIN.

Brief of Accident (Continued)

File No. - 712

8/17/89

COPPER CENTER, AK

A/C Reg. No. N3877P

Time (Lcl) - 1700 ADT

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
  2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
  4. UNSUITABLE TERRAIN - NOT IDENTIFIED - 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 SELECTION OF UNSUITABLE TERRAIN FOR LANDING BY THE PILOT. HE SUBSEQUENTLY LOST CONTROL OF THE AIRPLANE WHEN HE  
IMPROPERLY APPLIED HARD BRAKING DURING A WHEEL LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 751      1/04/89      THEODORE,AL      A/C Reg. No. N69015      Time (Lcl) - 1345 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DAUPHIN ISLAND,AL	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	MOBILE,AL	Runway Ident - N/A
Wind Dir/Speed- 020/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 105
SE LAND	Months Since - 7	Make/Model- 102
	Aircraft Type - UNK/NR	Instrument- 3
		Multi-Eng - 0
		Last 24 Hrs - 2
		Last 30 Days- 3
		Last 90 Days- 9
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE HEARD A "SNAP" NOISE WHILE MANEUVERING AT 500 FT AGL; THE AIRPLANE BEGAN TO DESCEND & HE REALIZED THAT HE HAD NO ELEVATOR CONTROL. WITNESSES REPORTED HOWEVER, THAT THE AIRPLANE WAS MANEUVERING "REAL LOW" & "SLOW" AND THE WINGS WERE WOBBLING JUST BEFORE THE AIRPLANE NOSED OVER AND CRASHED. ONE WITNESS ESTIMATED THAT THE AIRPLANE WAS MANEUVERING AT NO MORE THAN 50 FT AGL WHEN IT BEGAN TO DROP. EXAMINATION OF THE FLIGHT CONTROLS BY AN IA MECHANIC SHORTLY AFTER THE ACCIDENT REVEALED THAT THE ELEVATOR CABLES WERE INTACT, AND THAT THERE WAS NO EVIDENCE OF ANY PRE-EXISTING MALFUNCTION OR FAILURE IN THE ELEVATOR CONTROL SYSTEM.



Brief of Accident (Continued)

File No. - 751

1/04/89

THEODORE,AL

A/C Reg. No. N69015

Time (Lcl) - 1345 CST

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

Finding(s)

1. LOW PASS - PERFORMED - 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:  
PILOT'S FAILURE TO MAINTAIN ADEQUATE AIRSPEED, WHICH RESULTED IN AN INADVERTENT STALL, AND SUBSEQUENT COLLISION WITH  
THE GROUND.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 779      8/22/89      ATMORE,AL      A/C Reg. No. N57581      Time (Lcl) - 0845 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries 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 - PIPER PA-36-285	Eng Make/Model - P&W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ATMORE,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 150/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1400 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 12271
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 8
	Aircraft Type - PA-36	Make/Model- 818
		Instrument- 50
		Last 30 Days- 80
		Last 90 Days- 192
		Multi-Eng - 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON APPROACH TO A FIELD FOR A SPRAY RUN THE PILOT FLARED THE AIRPLANE AND THE WHEELS STRUCK THE CROP. HE WAS UNABLE TO PULL UP AND THE AIRPLANE COLLIDED WITH THE GROUND. AN UNKNOWN AMOUNT OF THE CHEMICAL PERMETHRIN LEAKED OUT INTO THE FIELD. THE PLT REPORTED THAT THE LANDING GEAR BECAME ENTANGLED IN THE CROP AND PULLED THE ACFT DOWN TO GROUND CONTACT.

Brief of Accident (Continued)

File No. - 779

8/22/89

ATMORE,AL

A/C Reg. No. N57581

Time (Lcl) - 0845 CDT

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

Finding(s)

1. TERRAIN CONDITION - CROP
2. MANEUVER - ATTEMPTED - PILOT IN COMMAND
3. LANDING GEAR,MAIN GEAR - ENTANGLED
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. PULL-UP - NOT POSSIBLE -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

6. TERRAIN CONDITION - GROUND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO MAINTAIN CLEARANCE FROM OBSTACLES (THE CROP) DURING AN AGRICULTURAL SPRAY RUN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 623      4/21/89      BRINKLEY,AR      A/C Reg. No. N2969X      Time (Lcl) - 1935 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	2	0	

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

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SPRINGDALE,AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BRINKLEY
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 118
SE LAND	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - C-150	Make/Model- 7
		Last 30 Days- 10
		Instrument- 1
		Last 90 Days- 20
		Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND ON RUNWAY 02. HE EXECUTED A GO-AROUND WHEN THE AIRPLANE WAS ABOUT 100 FEET ABOVE THE RUNWAY. THE PILOT NOTED THE AIRPLANE WAS CLIMBING SLOWLY, AT APPROXIMATELY 100 FPM WHEN HE RETRACTED THE 30 DEGREES OF FLAPS. THE AIRPLANE SETTLED TO THE GROUND FROM 150 FEET AND CAME TO REST IN A RICE FIELD.

Brief of Accident (Continued)

File No. - 623

4/21/89

BRINKLEY, AR

A/C Reg. No. N2969X

Time (Lc1) - 1935 CDT

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

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  2. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
  3. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

4. 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 GRADUALLY RAISE THE FLAPS DURING THE GO-AROUND AND MAINTAIN ADEQAUTE AIRSPEED TO CONTINUE  
THE CLIMBOUT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 620      6/15/89      BRINKLEY, AR      A/C Reg. No. N8367K      Time (Lcl) - 1530 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Fatal	Injuries		
	SUBSTANTIAL		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 - GRUMMAN G164	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 - 5200	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	BRINKLEY, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 340/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 70.0 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 - 3500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND, ME LAND	Months Since - 5	Make/Model- 6000
	Aircraft Type - C-185	Instrument- 50
		Multi-Eng - 1000
		Last 24 Hrs - 10
		Last 30 Days- 120
		Last 90 Days- 350

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC HAD BEEN PERFORMING A SWATH RUN TO A FIELD WHEN THE ENGINE LOST POWER. THE PIC WAS ABLE TO EXECUTE A LANDING IN A FLOODED RICE PADDY, BUT FLIPPED INVERTED UPON CONTACT WITH THE WATER. THE ENGINE QUIT DUE TO CONTAMINATED FUEL IN THE SYSTEM. THE FUEL FARM WHERE THE PIC ORIGINALLY FUELED HIS ACFT WAS FOUND TO HAVE BEEN CONTAMINATED WITH WATER.

Brief of Accident (Continued)

File No. - 620

6/15/89

BRINKLEY, AR

A/C Reg. No. N8367K

Time (Lcl) - 1530 CDT

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

Finding(s)

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

Occurrence #2            FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (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:  
THE FAILURE OF THE AIRCRAFT ENGINE DUE TO WATER CONTAMINATION. THE PILOT EXECUTED A LANDING IN A FLOODED RICE  
FIELD WHICH DID NOT PERMIT A SUCCESSFUL LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 614      6/23/89      WALDENBURG, AR      A/C Reg. No. N9725      Time (Lcl) - 0730 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries 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 - GRUMMAN-SCHWEIZER G-164A	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 - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WALDENBURG, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4600
SE LAND	Months Since - UNK/NR	Make/Model- 3700
	Aircraft Type - PA-28	Instrument- 41
		Last 24 Hrs - 8
		Last 30 Days- 125
		Last 90 Days- 260

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THAT SHORTLY AFTER TAKEOFF, ENROUTE TO PERFORM AN AERIAL APPLICATION OPERATION THE ENGINE LOST POWER. AN EMERGENCY LDG WAS ATTEMPTED IN A CORN FIELD WHICH RESULTED IN A NOSE OVER. POST ACCIDENT INVESTIGATION REVEALED THE ENGINE SUPERCHARGER FAILED.



Brief of Accident (Continued)

File No. - 614

6/23/89

WALDENBURG, AR

A/C Reg. No. N9725

Time (Lcl) - 0730 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, BLOWER/IMPELLER - FAILURE, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE TOTAL FAILURE OF THE ENGINE SUPERCHARGER WHICH RESULTED IN A LOSS OF ENGINE POWER.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 617      7/03/89      MORRILTON, AR      A/C Reg. No. N1414N      Time (Lcl) - 1925 CDT

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

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

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

Make/Model - PIPER J3 "CUB"	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 - 1340	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PETIT JEAN
Wind Dir/Speed- 110/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 540
SE LAND	Months Since - 1	Make/Model- 287
	Aircraft Type - J3C	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 20
		Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC STATED HE HAD JUST TAKEN OFF FROM THE ARPT AND MADE A STEEP BANKED TURN TO THE LEFT. HE SAID THE ATTITUDE OF THE AIRPLANE IN THE TURN WAS SUCH THAT THE "WING STALLED CAUSING THE PLANE TO ENTER A LEFT SPIN." THE AIRPLANE IMPACTED THE GND AND THE PIC SUSTAINED MINOR INJURIES AND THE ACFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 617

7/03/89

MORRILTON, AR

A/C Reg. No. N1414N

Time (Lc1) - 1925 CDT

---

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. AIRCRAFT HANDLING - ABRUPT - PILOT IN COMMAND
  3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
  4. REMEDIAL ACTION - 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 ABRUPT HANDLING OF THE AIRPLANE BY THE PILOT. HE FAILED TO MAINTAIN AIRSPEED AND INADVERTANTLY STALLED AND SPUN THE  
AIRPLANE AT AN ALTITUDE INSUFFICIENT FOR RECOVERY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 720      7/31/89      FOUKE, AR      A/C Reg. No. N6249U      Time (Lcl) - 2100 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - MOONEY M20C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
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- 030/008 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling - 15000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
CLEVELAND, MS  
Destination  
TEXARKANA, AR

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 - 29  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - M20C

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

Total	- 513	Last 24 Hrs	- 9
Make/Model-	309	Last 30 Days-	28
Instrument-	7	Last 90 Days-	86
Multi-Eng -	0	Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT PRIOR TO DEPARTING HIS LAST STOP, HE WAS UNABLE TO PURCHASE FUEL AS THE ARPT WAS UNATTENDED AT THE TIME. CONTINUING ON WITHOUT REFUELING, THE ENGINE QUIT ABOUT 15 MILES FROM HIS DESTINATION AIRPORT. AN EMERGENCY LANDING WAS ATTEMPTED, DURING A DARK NIGHT, AND THE ACFT STRUCK A FENCE, THEN SPUN AROUND CAUSING THE RIGHT MAIN GEAR TO COLLAPSE. POST FLIGHT INVESTIGATION REVEALED THE FUEL TANKS TO BE EMPTY OF USABLE FUEL.

Brief of Accident (Continued)

File No. - 720

7/31/89

FOUKE,AR

A/C Reg. No. N6249U

Time (Lc1) - 2100 CDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. PLANNING-DECISION - POOR - PILOT IN COMMAND
  3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. OBJECT - FENCE POST
  5. LIGHT CONDITION - DARK NIGHT
- 

Occurrence #4            MAIN GEAR COLLAPSED  
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 INACCURATE FUEL CONSUMPTION CALCULATIONS WHICH RESULTED IN FUEL EXHAUSTION, AT NIGHT. THE ENSUING FORCED  
LANDING RESULTED IN A COLLISION WITH A FENCEPOST, GROUND SWERVE, AND COLLAPSE OF THE RIGHT MAIN LANDING GEAR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 721      8/15/89      RUSSELL, AR      A/C Reg. No. N3763D      Time (Lcl) - 1630 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

Crew  
Pass

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

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

Make/Model      - CESSNA 182  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2550  
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      - UNK/NR  
Stall Warning System      - YES

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

Weather Data

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

Basic Weather      - VMC

Wind Dir/Speed- 300/006 KTS  
Visibility      - 4.000 SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
NEWPORT, AR  
Destination  
HICKORY PLAINS, AR

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age      - 59  
Biennial Flight Review  
Current      - YES  
Months Since      - 15  
Aircraft Type      - C-182

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

Total	- 3810	Last 24 Hrs	- 2
Make/Model-	800	Last 30 Days-	20
Instrument-	500	Last 90 Days-	46
Multi-Eng	- 729	Rotorcraft	- 0

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE PILOT SAID THAT WHILE IN CRUISE FLIGHT, THE ENGINE QUIT. AN EMERGENCY LANDING WAS ATTEMPTED IN A PLOWED BEAN FIELD THAT RESULTED IN A COLLAPSE OF THE NOSE GEAR, THEN A NOSE OVER. POST ACCIDENT INVESTIGATION REVEALED THAT THE ENGINE INTAKE VALVE ON NO. 6 CYLINDER WAS STUCK IN THE OPEN POSITION.

Brief of Accident (Continued)

File No. - 721

8/15/89

RUSSELL, AR

A/C Reg. No. N3763D

Time (Lc1) - 1630 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE, INTAKE - SEIZED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE  
-----

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:  
AN ENGINE FAILURE, BECAUSE OF A VALVE WHICH STUCK IN THE OPEN POSITION, OVER TERRAIN THAT WAS UNSUITABLE FOR A  
FORCED LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 610      2/12/89      DEER VALLEY, AZ      A/C Reg. No. N3388E      Time (Lcl) - 1445 MST

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DEER VALLEY
Wind Dir/Speed- 260/014 KTS	ATC/Airspace	Runway Ident - 25L
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8200/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 121
SE LAND	Months since - 13	Last 24 Hrs - 0
	Aircraft Type - C-152	Make/Model- 23
		Last 30 Days- 0
		Instrument- 0
		Last 90 Days- 6
		Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS SAID THE AIRPLANE WAS "UNUSUALLY HIGH OVER THE THRESHOLD" WHEN IT SETTLED TO THE RUNWAY FROM 30 FT. THE AIRPLANE BOUNCED AND BECAME AIRBORNE. PRIOR TO THE SECOND LANDING, THE WITNESS HEARD FULL POWER APPLIED. THE AIRPLANE BOUNCED AND THEN FLEW THE LENGTH OF THE RUNWAY AT A LOW ALTITUDE AND AIRSPEED. THE WITNESS NOTED THE WING FLAPS WERE IN THE DOWN POSITION DURING THE APPROACH AND GO-AROUND. THE AIRPLANE BEGAN A CLIMBING RIGHT TURN AND THEN "WENT NOSE DOWN INTO THE GROUND" FROM APPROXIMATELY 50 - 100 FEET. THE PILOT AND PASSENGER COULD NOT RECALL THE EVENTS OF THE FLIGHT, THE PILOT HAS A TOTAL FLIGHT TIME OF 121 HOURS WITH 6 HOURS IN THE LAST 90 DAYS. HE HAS 27 HOURS OF PIC FLIGHT TIME.



Brief of Accident (Continued)

File No. - 610

2/12/89

DEER VALLEY, AZ

A/C Reg. No. N3388E

Time (Lc1) - 1445 MST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
4. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. AIRSPEED - NOT ATTAINED - 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 PILOT'S FAILURE TO RAISE THE WING FLAPS DURING THE ABORTED LANDING, AND HIS FAILURE TO MAINTAIN AIRSPEED DURING  
THE CLIMBING RIGHT TURN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 612      4/08/89      PRESCOTT, AZ      A/C Reg. No. N9705M      Time (Lcl) - 1100 MST

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

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

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

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WINSLOW, AZ	ERNEST A LOVE FIELD
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 65.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1450
SE LAND, ME LAND	Months Since - 10	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-32	Make/Model- 2
		Last 30 Days- UNK/NR
		Instrument- 164
		Last 90 Days- UNK/NR
		Multi-Eng - 225

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPORT ELEVATION WAS 5,042 FEET, AND THE DENSITY ALTITUDE WAS 7,600 FEET. THE FLIGHT INSTRUCTOR STATED THEY HAD ABORTED THE FIRST TAKEOFF ATTEMPT BECAUSE THE ENGINE RPM WAS INSUFFICIENT FOR TAKEOFF. ON THE NEXT ATTEMPT, THE AIRPLANE BECAME AIRBORNE AND FLEW IN GROUND EFFECT. THE ENGINE RPM WAS INSUFFICIENT TO SUSTAIN FLIGHT. THE FLIGHT INSTRUCTOR TOOK CONTROL AND BANKED THE AIRPLANE TO AVOID POWERLINES. THE AIRPLANE DESCENDED INTO AN OPEN FIELD. THE CFI DID NOT LEAN THE MIXTURE FOR TAKEOFF. HE SAID HE BELIEVED THE CARBURETOR HAD AN AUTO-LEAN FEATURE AND HE DID NOT HAVE TO LEAN THE MIXTURE. THE IO-360 ENGINE IS FUEL INJECTED AND DOES NOT HAVE AUTO-LEAN. POST ACCIDENT ENGINE RUN REVEALED THE ENGINE WAS CAPABLE OF NORMAL OPERATION WITH FUEL MIXTURE PROPERLY SET.

Brief of Accident (Continued)

File No. - 612

4/08/89

PRESCOTT, AZ

A/C Reg. No. N9705M

Time (Lc1) - 1100 MST

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND(CFI)
  3. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND(CFI)
  4. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND(CFI)
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PLT TO LEAN THE FUEL MIXTURE FOR THE HIGH DENSITY ALTITUDE. CONTRIBUTING TO THE ACCIDENT WAS THE  
CFI'S LACK OF FAMILIARITY WITH THE AIRPLANE AND ENGINE OPERATING PROCEDURES.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 613      4/11/89      SCOTTSDALE, AZ      A/C Reg. No. N5523C      Time (Lcl) - 0845 MST

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

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

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

Make/Model - CESSNA T210	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 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	MANZANILLO, MX	MUNICIPAL
Wind Dir/Speed- 190/006 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8251/ 75
Lowest Sky/Clouds - 20000 FT THIN BKN	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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1400
SE LAND	Months Since - 8	Make/Model- 250
	Aircraft Type - C-T210	Instrument- 0
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days- 22
		Last 90 Days- 30
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO AN FAA WITNESS, THE PILOT DID NOT EXECUTE AN ENGINE RUNUP OR A PRE-TAKEOFF CHECK. DURING THE TAKEOFF ROLL, THE AIRPLANE OSCILLATED TO THE RT AND LEFT OF CENTERLINE. THESE OSCILLATIONS INCREASED IN AMPLITUDE TO A POINT 1,500 FEET DOWN THE RUNWAY. THE AIRPLANE ROLLED TO THE RIGHT, ONTO ITS RIGHT MAIN WHEEL AND NOSE WHEEL. AT THIS POINT, IT ABRUPTLY ROTATED TO A NOSE HIGH ATTITUDE, THE TAIL STRUCK THE RUNWAY AND THE AIRPLANE BECAME AIRBORNE TO 10 FT AGL. THE AIRPLANE BANKED TO THE RIGHT, STRUCK THE RIGHT WINGTIP ON THE RUNWAY, AND CARTWHEELED OFF THE RUNWAY. THE AIRPLANE STRUCK A DRAINAGE DITCH AND FIRE ERUPTED IN THE ENGINE COMPARTMENT. THE WEIGHT AND BALANCE WERE WITHIN LIMITS. THE ELEVATOR TRIM CONTROL WAS FOUND IN THE FULL NOSE UP POSITION.

Brief of Accident (Continued)

File No. - 613

4/11/89

SCOTTSDALE, AZ

A/C Reg. No. N5523C

Time (Lcl) - 0845 MST

Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ELEVATOR TRIM - EXCESSIVE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. ROTATION - ABRUPT - PILOT IN COMMAND

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 LOSS OF DIRECTIONAL CONTROL OF THE AIRPLANE DURING THE GROUND RUN AND ABRUPT ROTATION TO GET AIRBORNE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 639      5/14/89      GLENDALE,AZ      A/C Reg. No. N2335Z      Time (Lcl) - 2030 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  
DESTROYED  
Fire      NONE

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

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

Make/Model      - BEECH 23  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-320-D2B  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 50.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

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

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

GLENDALE MUNI.  
Runway Ident      - 19  
Runway Lth/Wid      - 5350/      75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 38  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type - B-23

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

Total	-	185	Last 24 Hrs -	UNK/NR
Make/Model-	162		Last 30 Days-	43
Instrument-	0		Last 90 Days-	76

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL DURING CLIMB OUT FROM AN ABORTED LANDING. THE ACFT VEERED OFF THE RWY AND CONTACTED A FENCE. A POST CRASH INSPECTION OF THE ACFT REVEALED NO MECHANICAL PROBLEMS THAT WOULD HAVE PRECLUDED A NORMAL LANDING.

Brief of Accident (Continued)

File No. - 639

5/14/89

GLENDAL, AZ

A/C Reg. No. N2335Z

Time (Lcl) - 2030 MST

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

Finding(s)

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

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - ABORTED

Finding(s)

2. GO-AROUND - DELAYED - PILOT IN COMMAND
  3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
  4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  5. OBJECT - FENCE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO EXECUTE A GO AROUND IN A TIMELY MANNER. THE DELAY IN ABORTING THE LANDING PRECLUDED THE  
AIRPLANE FROM ACCELERATING TO A CLIMB AIRSPEED BEFORE COLLIDING WITH A FENCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 667	5/23/89	PHOENIX,AZ	A/C Reg. No. N39520	Time (Lcl) - 2023 MST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	Serious Minor None
Type of Operation -POSITIONING		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 - PIPER PA-32RT-300T	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/YES		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES		
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED			
No. of Seats - 2	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	CHANDLER,AZ			
Completeness - N/A	Destination	Airport Data		
Basic Weather - VMC	SAME AS ACC/INC	SKY HARBOR		
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - 26L		
Visibility - 35.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 10300/ 150		
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT		
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY		
Obstructions to Vision- NONE				
Precipitation - NONE				
Condition of Light - NIGHT(DARK)				
-----Personnel Information-----				
Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL,CFI,FLT ENG	Current - YES	Total - 1500	Last 24 Hrs -	5
SE LAND,ME LAND	Months Since - 3	Make/Model- 300	Last 30 Days-	90
	Aircraft Type - UNK/NR	Instrument- 111	Last 90 Days-	300
		Multi-Eng - 136	Rotorcraft -	0
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
THE AIRPLANE WAS ON A NIGHT FLIGHT AND WAS MAKING A VFR APPROACH AND LANDING. THE PILOT HAD BEEN INFORMED THAT HE WAS FOLLOWING A B737. ON THE BASE LEG, THE B737 WAS TURNING OFF THE RUNWAY AND THE PILOT WAS WARNED OF POSSIBLE WAKE TURBULENCE AND WAS CLEARED TO LAND. AS THE AIRPLANE WAS OVER THE THRESHOLD, THE PILOT FELT A LITTLE TURBULENCE AND INCREASED HIS AIRSPEED. THE AIRPLANE ROLLED ALMOST 360 DEGREES. THE PILOT WAS ABLE TO GET THE AIRPLANE UPRIGHT BEFORE IMPACT. THE PILOT HAD A VISUAL SIGHTING ON THE B737 THROUGHOUT ALL OF THE APPROACH AND ATTEMPTED LANDING.				



Brief of Accident (Continued)

File No. - 667

5/23/89

PHOENIX, AZ

A/C Reg. No. N39520

Time (Lc1) - 2023 MST

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

Finding(s)

1. CLEARANCE - INADEQUATE - PILOT IN COMMAND
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  3. WAKE TURBULENCE - ENCOUNTERED - 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 ADEQUATE CLEARANCE BEHIND THE B-737 WHICH RESULTED IN THE INADVERTENT ENCOUNTER  
WITH WAKE TURBULENCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 607      7/15/89      MARICOPA,AZ      A/C Reg. No. N925G      Time (Lcl) - 1500 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries 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 - GROB FLUGZEUGBAU G-102	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ESTRELLA SAILPORT
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1500/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 80
	Months Since - 15	Last 24 Hrs - 0
GLIDER	Aircraft Type - G-102	Make/Model- 6
		Last 30 Days- 0
		Instrument- 0
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER HAD JUST DEPARTED THE GLIDER PORT BEHIND A TOW PLANE. AT 200 FEET AGL, THE CANOPY SNAPPED OPEN AND THE TOW ROPE BROKE. THE PILOT MADE A 180 DEGREE TURN AND LANDED HARD ON THE DEPARTURE RUNWAY. THE PILOT STATED THE CANOPY WAS CLOSED AND LOCKED BEFORE HE STARTED THE TAKEOFF ROLL. AN FAA INSPECTOR INSPECTED THE CANOPY AND COULD FIND NOTHING WRONG WITH THE LOCKING MECHANISM.

Brief of Accident (Continued)

File No. - 607

7/15/89

MARICOPA, AZ

A/C Reg. No. N925G

Time (Lcl) - 1500 MST

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

Finding(s)

1. WINDOW, CANOPY - UNDETERMINED
- 

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

Finding(s)

2. AIRSPEED - NOT POSSIBLE -
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S INABILITY TO MAINTAIN AIRSPEED, RESULTING IN A HARD LANDING. ALSO CAUSAL TO THE ACCIDENT WAS THE OPENING  
OF THE CANOPY FOR UNDETERMINED REASONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 601      7/23/89      SEDONA, AZ      A/C Reg. No. N7454N      Time (Lcl) - 1701 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 -TAKEOFF					

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

Make/Model - BEECH BE58	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4880	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAS VEGAS, NV	SEDONA
Wind Dir/Speed- 280/012 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5142/ 75
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 13000 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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 432
SE LAND, ME LAND	Months Since - 11	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) - AIRPLANE

-----Narrative-----

THE PRIVATE PILOT REPORTED THAT HE WAS ATTEMPTING TO TAKE OFF FROM AN AIRPORT WITH A DENSITY ALTITUDE OF APPROXIMATELY 8,600'. HE LEANED THE ENGINES DURING THE TAKEOFF ROLL, AND BELIEVES HE LEANED THE LEFT ENGINE EXCESSIVELY. THE LEFT ENGINE EXPERIENCED A LOSS OF POWER DURING THE TAKEOFF ROLL AND THE PILOT ELECTED TO ABORT THE TAKEOFF. HE WAS UNABLE TO STOP THE AIRPLANE ON THE REMAINING RUNWAY AND RAN OFF THE END INTO ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 601

7/23/89

SEDONA, AZ

A/C Reg. No. N7454N

Time (Lc1) - 1701 MST

-----  
Occurrence #1        LOSS OF ENGINE POWER  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
  3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
- 

Occurrence #2        OVERRUN  
Phase of Operation    TAKEOFF - ABORTED

-----

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - ABORTED

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 PILOT IMPROPERLY LEANING THE FUEL MIXTURE OF THE LEFT ENGINE AND THE DELAY IN ABORTING THE TAKEOFF. A CONTRIBUTING  
FACTOR WAS THE HIGH DENSITY ALTITUDE CONDITIONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 611      3/28/89      SANTA BARBARA, CA      A/C Reg. No. N20356      Time (Lcl) - 1353 PST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	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	VAN NUYS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- SMOKE		
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 - 70
	Months Since - N/A	Last 24 Hrs - 5
	Aircraft Type - N/A	Make/Model- 48
		Last 30 Days- 30
		Instrument- 4
		Last 90 Days- 30
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE HAD BEEN OBSERVED FOR SEVERAL MINUTES FLYING VERY LOW OVER THE WATER. AT ONE POINT, IT STRUCK THE WATER BUT RECOVERED AND FLEW A BIT HIGHER ABOVE THE WATER FOR ANOTHER MILE. THE AIRPLANE DID NOT TURN TOWARD THE SHORELINE AND IT APPEARED TO GLIDE NOSE DOWN INTO THE WATER. THE STUDENT PILOT SAID HE WAS DESCENDING TOWARD THE WATER AT 400 TO 600 FPM WHEN THE ENGINE BACKFIRED. HE SAID THAT HE APPLIED CARBURETOR HEAT BUT THE ENGINE CONTINUED TO RUN ROUGH AND WOULD PRODUCE ONLY 1,200 RPM. HE FLEW AT THIS POWER SETTING FOR A MILE OR MORE, JUST ABOVE THE WATER, AND EVEN STRUCK THE TOPS OF THE WAVES AT TIMES. THE WHEELS STRUCK THE WATER AND THE AIRPLANE BOUNCED, AND THEN NOSED INTO THE WATER. THE WRECKAGE WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 611

3/28/89

SANTA BARBARA, CA

A/C Reg. No. N20356

Time (Lcl) - 1353 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. BUZZING - INTENTIONAL - PILOT IN COMMAND
3. TERRAIN CONDITION - WATER, ROUGH
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation MANEUVERING

Finding(s)

6. UNDETERMINED
7. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - WATER, ROUGH

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE IMPROPER INFLIGHT PLANNING/DECISIONS BY THE PLT WHEN HE DECIDED TO INTENTIONALLY FLY LOW OVER ROUGH WATER IN THE  
PACIFIC OCEAN AND THE PARTIAL LOSS OF POWER FOR UNDETERMINED REASONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 705      4/12/89      EUREKA, CA      A/C Reg. No. N6253D      Time (Lcl) - 1430 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
SUBSTANTIAL

Fire - NONE

Crew - 0  
Pass - 0

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

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

Make/Model - CESSNA 172N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2000  
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- 150/008 KTS  
Visibility - 40.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

KNEELAND  
Runway Ident - 15  
Runway Lth/Wid - 2210/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 35  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - PA-31

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 3199	Last 24 Hrs - 3
Make/Model - 488	Last 30 Days - 54
Instrument - 179	Last 90 Days - 154
Multi-Eng - 260	Rotorcraft - 776

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE STUDENT WAS PERFORMING A SHORT FIELD APCH DURING THE DUAL INSTRUCTIONAL FLIGHT AND THE ACFT WAS HIGH ON FINAL APCH. THE INSTRUCTOR SAID HE BELIEVED THE LANDING COULD STILL BE COMPLETED. THE ACFT TOUCHED DOWN AT THE RWY MIDPOINT, RAN OFF THE END OF THE RWY AND NOSED OVER. THE INSTRUCTOR ALSO SAID HE REALIZED ADDITIONAL BRAKING WAS NEEDED DURING THE LANDING ROLL. A GO-AROUND WAS NOT ATTEMPTED.



Brief of Accident (Continued)

File No. - 705

4/12/89

EUREKA, CA

A/C Reg. No. N6253D

Time (Lcl) - 1430 PDT

Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
2. ALL AVAILABLE RUNWAY - NOT USED - DUAL STUDENT
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - DUAL STUDENT
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND(CFI)

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

Finding(s)

6. TERRAIN CONDITION - DOWNHILL

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 IMPROPER IN-FLIGHT PLANNING BY THE INSTRUCTOR PILOT WHEN HE ALLOWED THE PRIVATE PILOT STUDENT TO LAND LONG.  
ADDITIONALLY, THE INSTRUCTOR DELAYED REMEDIAL ACTION UNTIL THE RUNWAY OVERRUN WAS INEVITABLE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 638      4/15/89      VICTORVILLE, CA      A/C Reg. No. N8174T      Time (Lcl) - 1227 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 175	Eng Make/Model - CONTINENTAL G0-300-D	ELT Installed/Activated - YES/NO
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 - 175 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KERVILLE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DAGGETT, CA	
Wind Dir/Speed- 260/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2100
SE LAND	Months Since - 1	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT OWNER WAS NOT A PILOT AND ENGAGED THE SERVICES OF A LOCAL PILOT TO FLY THE AIRCRAFT FROM A MAINTENANCE FACILITY TO ITS HOME BASE. THE PILOT ASSUMED THAT THE OWNER WAS A PILOT THAT JUST WAS NOT CURRENT AND OBSERVED THE OWNER CONDUCT THE PREFLIGHT. THE PILOT VERBALLY CONFIRMED THE ADEQUACY OF FUEL FOR THE FLIGHT WITH THE OWNER. THE OWNER ESTIMATED ONE HALF TANKS BY FUEL GAUGE, VISUAL, AND DIP STICK INDICATIONS. THE AIRCRAFT DID NOT HAVE ANY EVIDENCE OF FUEL ON BOARD AFTER THE FORCED LANDING AND THE DEPARTURE FUEL WAS ESTIMATED TO BE 10 GALLONS.

Brief of Accident (Continued)

File No. - 638

4/15/89

VICTORVILLE, CA

A/C Reg. No. N8174T

Time (Lc1) - 1227 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. INFORMATION INSUFFICIENT - PASSENGER
  4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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Occurrence #3      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:  
THE PILOT'S FAILURE TO CONDUCT AN ADEQUATE PREFLIGHT AND ASSURE THE PROPER QUANTITY OF FUEL ON BOARD FOR THE  
PROPOSED FLIGHT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 767      4/22/89      FREMONT, CA      A/C Reg. No. N1134S      Time (Lcl) - 1245 PDT

-----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	1	0	0
Accident Occurred During -DESCENT			0	0	0	0

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

Make/Model - SCHWIZER T-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 - 575	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FREMONT SKY SAILING ARPT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 55.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 45
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER WAS OBSERVED TO EXECUTE AN APPROACH THAT WAS LOW AND IN AN AREA OF POWER LINES. WHILE IN A NOSE HIGH RIGHT TURN TO AVOID THE POWER LINES IT WAS OBSERVED TO MAKE AN UNCONTROLLED DESCENT AND COLLIDE WITH TERRAIN.

Brief of Accident (Continued)

File No. - 767

4/22/89

FREMONT, CA

A/C Reg. No. N1134S

Time (Lcl) - 1245 PDT

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

Finding(s)

1. ALTITUDE - IMPROPER - PILOT IN COMMAND
  2. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
  3. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO MAINTAIN SUFFICIENT AIRSPEED IN AN EFFORT TO AVOID OBSTACLES DURING AN INADEQUATELY PLANNED  
APPROACH.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 640      4/23/89      LONG BEACH, CA      A/C Reg. No. N8827W      Time (Lcl) - 0130 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	0
Accident Occurred During - LANDING					

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

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	UNKNOWN, UN	LONG BEACH DAUGHERTY FLD.
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 25L
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 5420/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 30	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 600
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS NOT AUTHORIZED TO FLY THE AIRPLANE. HE DID STATE AFTER THE ACCIDENT THAT THE ENGINE QUIT SHORTLY AFTER TAKEOFF AND HE WAS FORCED TO LAND IN A SOFT FIELD. THREE OF THE FOUR FUEL TANKS WERE FOUND TO BE EMPTY OR NEAR THE UNUSEABLE FUEL QUANTITY. THE FUEL SELECTOR WAS FOUND IN THE "OFF" POSITION.

Brief of Accident (Continued)

File No. - 640

4/23/89

LONG BEACH, CA

A/C Reg. No. N8827W

Time (Lcl) - 0130 PDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
  2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
  3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  4. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

5. 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 SELECT THE PROPER FUEL TANK FOR AN ADEQUATE FUEL SUPPLY FOR THE TAKEOFF.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 704      4/24/89      TRUCKEE, CA      A/C Reg. No. N840A      Time (Lcl) - 1400 PDT

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

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

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

Make/Model      - PIPER PA-22	Eng Make/Model      - LYCOMING O-360-A3A	ELT Installed/Activated      - YES/NO
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - NO
Max Gross Wt      - 1800	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method      - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	TUCKER-TAHOE
Wind Dir/Speed- 280/010 KTS	ATC/Airspace	Runway Ident      - 10
Visibility      - 10.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 6400/ 110
Lowest Sky/Clouds      - UNK/NR	Type of Clearance      - NONE	Runway Surface      - ASPHALT
Lowest Ceiling      - 2500 FT OVERCAST	Type Apch/Lndg      - FORCED LANDING	Runway Status      - DRY
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age      - 27	Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 259
SE LAND	Months Since      - 8	Make/Model-      0
GLIDER	Aircraft Type      - C-140	Instrument-      5
		Multi-Eng      - 0
		Last 24 Hrs      - 0
		Last 30 Days-      10
		Last 90 Days-      14
		Rotorcraft      - 0

Instrument Rating(s)      - NONE

-----Narrative-----

A CONVERSION ENG HAD BEEN INSTALLED IN THE ACFT. THE PLT SAID THE ENG OPERATED NORMALLY DURING THE INITIAL GROUND RUNUP. IMMEDIATELY AFTER LIFTOFF, THE ENG LOST ALL POWER. THE PLT WAS ABLE TO MAKE A 180 DEGREE TURN AND GET THE ACFT BACK ON THE AIRPORT BUT THE LANDING WAS HARD. POST-ACCIDENT INSPECTION INDICATED FUEL LINES FROM THE FUEL PUMP IMPROPERLY INSTALLED.



Brief of Accident (Continued)

File No. - 704

4/24/89

TRUCKEE,CA

A/C Reg. No. N840A

Time (Lc1) - 1400 PDT

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

Finding(s)

1. FUEL SYSTEM,LINE - INCORRECT
  2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

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

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE IMPROPER INSTALLATION OF FUEL LINES BY MAINTENANCE PERSONNEL WHO INSTALLED THE ENGINE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 649      4/30/89      JULIAN, CA      A/C Reg. No. N9276V      Time (Lcl) - 1430 PDT

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

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

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

Make/Model - MOONEY M20E	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2575	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BUTTERFIELD RANCH
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1000 -UNK/NR
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 - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 889
SE LAND	Months Since - 0	Make/Model- 340
	Aircraft Type - UNK/NR	Instrument- 120
		Multi-Eng - 2
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, HE LANDED TO THE NORTH ON A 2,000 FOOT RUNWAY, THEN TAXIED TO A 1,000 FOOT RUNWAY TO TAKEOFF TO THE WEST. THE OAT WAS 80 DEGREES F, THE WINDS WERE FROM THE WNW AT 10 KNOTS, AND THE AIRPORT ELEVATION WAS 1,600 FEET MSL. THE PILOT SAID HE HAD DETERMINED THAT THERE WAS MORE THAN ADEQUATE RUNWAY AVAILABLE FOR A NORMAL DEPARTURE. HE SAID THE TAKEOFF APPEARED NORMAL BUT EVIDENTLY THE LOOSE SAND EXTENDED THE TAKEOFF ROLL. JUST AS THE AIRPLANE BECAME AIRBORNE IT IMPACTED A FENCE AT THE END OF THE AIRPORT.

Brief of Accident (Continued)

File No. - 649

4/30/89

JULIAN, CA

A/C Reg. No. N9276V

Time (Lc1) - 1430 PDT

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

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
  4. OBJECT - FENCE
  5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  6. DISTANCE - INADEQUATE -
- 

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 INADEQUATE PREFLIGHT PLANNING/PREPARATION BY THE PILOT. CONTRIBUTING TO THE ACCIDENT WAS THE LOOSE GRAVEL RUNWAY  
AND THE FENCE WHICH THE AIRPLANE WAS UNABLE TO CLEAR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 706      5/06/89      MONTAGUE, CA      A/C Reg. No. N550V      Time (Lcl) - 0900 PDT

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

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

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

Make/Model - PIPER PA-24	Eng Make/Model - LYCOMING O-540-A1D5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point WATSONVILLE, CA	
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	MONTAGUE-YREKA ROHRER FLD
Basic Weather - VMC	ATC/Airspace	Runway Ident - 32
Wind Dir/Speed- 140/002 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 3360/ 50
Visibility - 40.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - NONE	FULL STOP	
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 - YES	Total - 327
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 175
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE LANDED WITH THE LANDING GEAR RETRACTED. THE AIRPLANE HAD RECENTLY UNDERGONE REPLACEMENT ON THE LANDING GEAR TRANSMISSION AND MAINTENANCE ON THE GEAR SYSTEM. AFTER THE AIRPLANE WAS RAISED FROM THE RUNWAY, THE LANDING GEAR WAS EXTENDED MANUALLY. POST ACCIDENT INVESTIGATION REVEALED THE GEAR MOTOR CIRCUIT BREAKER WAS POPPED. FURTHER INVESTIGATION INDICATED THE GEAR MOTOR WAS BINDING BECAUSE OF INSUFFICIENT ADJUSTMENT BETWEEN THE TRANSMISSION AND GEAR MOTOR. THIS AIRPLANE IS EQUIPPED WITH A MANUAL EXTENSION SYSTEM THAT ALSO SERVES AS A SECONDARY GEAR POSITION INDICATOR. IF THE LANDING GEAR IS MOVING BY ELECTRICAL ACTUATION, THE MANUAL EXTENSION SYSTEM IS ALSO MOVING AT THE SAME TIME.

Brief of Accident (Continued)

File No. - 706

5/06/89

MONTAGUE,CA

A/C Reg. No. N550V

Time (Lcl) - 0900 PDT

Occurrence #1      GEAR NOT EXTENDED  
Phase of Operation      LANDING

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2.      INATTENTIVE - PILOT IN COMMAND
3. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
4. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
5. ELECTRICAL SYSTEM,CIRCUIT BREAKER - OPEN
6. LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - NOT ENGAGED
7. LANDING GEAR,GEAR WARNING SYSTEM - INOPERATIVE
8.      MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
9. MAINTENANCE,MAJOR REPAIR - INADEQUATE - OTHER MAINTENANCE PSNL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO EXTEND THE LANDING GEAR BECAUSE OF INATTENTION. CONTRIBUTING TO THE ACCIDENT WAS INADEQUATE  
MAINTENANCE OF THE AIRPLANE WHICH FAILED TO REPAIR THE LANDING GEAR WARNING THROTTLE POSITION SWITCH.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 766      5/10/89      SAN DIEGO, CA      A/C Reg. No. N972C      Time (Lcl) - 2155 PDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -CONTINENTAL AIRLINES	NONE	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	10
Flight Conducted Under -14 CFR 121	NONE	Pass 0	1	0	83
Accident Occurred During -DESCENT					

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

Make/Model - AIRBUS A300-B4-203	Eng Make/Model - G.E. CF6-50C2	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 363760	Engine Type - TURBOFAN	
No. of Seats - 272	Rated Power - 38000 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	HOUSTON, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAN DIEGO, CA	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 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 - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,FLT ENG	Current - YES	Total - 9000
ME LAND	Months Since - 5	Make/Model- 465
	Aircraft Type - A-300	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRBUS A-300 WAS DESCENDING THROUGH 14000 FEET MSL WHEN IT ENCOUNTERED MODERATE TO SEVERE CLEAR AIR TURBULENCE. THE FASTEN SEAT BELT SIGN HAD BEEN TURNED ON APPROXIMATELY FOUR MINUTES PRIOR TO THE ENCOUNTER. A PASSENGER WAS IN THE AFT LAVATORY DURING THE ENCOUNTER AND SUFFERED A BROKEN ANKLE. THE RIDE PRIOR TO THE TURBULENCE WAS CLEAR AND SMOOTH.

Brief of Accident (Continued)

File No. - 766

5/10/89

SAN DIEGO, CA

A/C Reg. No. N972C

Time (Lcl) - 2155 PDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE, CLEAR AIR
2. SEAT BELT SIGN - SELECTED - PILOT IN COMMAND
3. SEAT BELT - NOT USED - PASSENGER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
AN UNEXPECTED ENCOUNTER WITH CLEAR AIR TURBULENCE WHICH SERIOUSLY INJURED A PASSENGER IN THE AFT LAVATORY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 656      5/26/89      LIVERMORE, CA      A/C Reg. No. N9862A      Time (Lcl) - 1910 PDT

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

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

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

Make/Model	- CESSNA 190	Eng Make/Model	- CONTINENTAL W670-23	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 5	Rated Power	- 240 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method	- N/A	SAN JOSE, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	LIVERMORE
Wind Dir/Speed	- 270/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- 25
Lowest Sky/Clouds	- CLEAR	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- NONE	- 2700/ 75
Obstructions to Vision	- NONE	Type Apch/Lndg	Runway Surface
Precipitation	- NONE	- TRAFFIC PATTERN	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status
			- DRY

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

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 9450	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 21	Make/Model - 10	Last 30 Days - 11
HELICOPTER	Aircraft Type - PA-30	Instrument - UNK/NR	Last 90 Days - 39
		Multi-Eng - 1450	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE CERTIFICATED FLIGHT INSTRUCTOR WAS GIVING THE OWNER OF THE AIRPLANE A BIENNIAL FLT REVIEW. DURING THE COURSE OF THE REVIEW HE ELECTED TO DEMONSTRATE LANDING TECHNIQUES. SHORTLY AFTER TOUCHDOWN THE FLT INSTRUCTOR LOST DIRECTIONAL CONTROL, AND THE AIRPLANE GROUND LOOPED TO THE RIGHT, RESULTING IN SUBSTANTIAL DAMAGE.



Brief of Accident (Continued)

File No. - 656

5/26/89

LIVERMORE, CA

A/C Reg. No. N9862A

Time (Lcl) - 1910 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
  2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)
- 

Occurrence #2      MAIN GEAR COLLAPSED  
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 FLIGHT INSTRUCTOR TO MAINTAIN DIRECTIONAL CONTROL. CONTRIBUTING TO THE ACCIDENT WAS THE FLIGHT  
INSTRUCTORS LACK OF EXPERIENCE IN THIS TYPE AIRCRAFT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 605      5/30/89      ONTARIO, CA      A/C Reg. No. N23954      Time (Lcl) - 1642 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 - AERONCA 50F	Eng Make/Model - UNKNOWN UNKNOWN	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1130	Engine Type - UNK/NR	
No. of Seats - 2	Rated Power - UNK/NR	

-----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	ONTARIO
Wind Dir/Speed- 270/016 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	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 - 27	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 330
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT REPORTED THAT THE AIRPLANE ENCOUNTERED EITHER A STRONG DOWN DRAFT OR WIND SHEAR DURING CLIMBOUT AT APPROXIMATELY 150 FT AGL. HE SAID THAT HE WAS UNABLE TO STOP THE DESCENT AND THE AIRPLANE SETTLED TO THE GROUND.

Brief of Accident (Continued)

File No. - 605

5/30/89

ONTARIO,CA

A/C Reg. No. N23954

Time (Lc1) - 1642 PDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
  2.    COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
  3. PROPER CLIMB RATE - NOT POSSIBLE -
- 

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 INABILITY TO COMPENSATE FOR EXISTING WIND CONDITIONS, RESULTING IN THE INABILITY TO MAINTAIN A CLIMB.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 775      6/18/89      EL CAJON, CA      A/C Reg. No. N8836D      Time (Lcl) - 2110 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model      - PIPER PA-22-160  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2000  
No. of Seats      - 4

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAN DIEGO, CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

GILLESPIE FLD.  
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 - 57  
Biennial Flight Review  
Current      - YES  
Months Since      - 10  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 2551      Last 24 Hrs - 2  
Make/Model- 2000      Last 30 Days- 4  
Instrument- 13      Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED A LOSS OF ENGINE POWER SHORTLY AFTER TAKE OFF AT AN ALTITUDE ESTIMATED AS 200-300' AGL. THE AIRPLANE LANDED HARD IN A FIELD ADJACENT TO THE DEPARTURE RUNWAY, RESULTING IN SUBSTANTIAL DAMAGE TO THE AIRPLANE AND MINOR INJURIES TO ITS OCCUPANTS. A POST CRASH INSPECTION OF THE AIRPLANE REVEALED A CONSIDERABLE AMOUNT OF VISIBLE SEDIMENT IN THE FUEL SYSTEM. THE ENGINE RAN NORMALLY ONCE FRESH FUEL WAS ADDED.

Brief of Accident (Continued)

File No. - 775

6/18/89

EL CAJON, CA

A/C Reg. No. N8836D

Time (Lcl) - 2110 PDT

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION
  2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE -
  3. LIGHT CONDITION - NIGHT
  4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

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

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE INADEQUATE MAINTENANCE OF THE AIRPLANE & INADEQUATE PREFLIGHT INSPECTION WHICH RESULTED IN THE UNDETECTION OF  
CONTAMINATED FUEL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 763      6/19/89      SOUTH LAKE TAHO,CA      A/C Reg. No. N1778W      Time (Lcl) - 1330 PDT

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

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

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

Make/Model - BEECHCRAFT A36	Eng Make/Model - CONTINENTAL IO-520-BA10B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3612	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PALO ALTO,CA	LAKE TAHOE
Wind Dir/Speed- 170/013 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8544/ 150
Lowest Sky/Clouds - 20000 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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1790
SE LAND,ME LAND	Months Since - 21	Make/Model- 890
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 25
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ABORTED THE FIRST TAKEOFF ATTEMPT DUE TO THE DOOR OPENING. ON THE SECOND ATTEMPT THE ACFT CLIMBED TO APRX 300 FT, TURNED 90 DEGS LEFT THEN BACK TO THE RWY HEADING. THE NOSE DESCENDED AND THE ACFT IMPACTED A FIELD IN A VERTICAL DIVE. FIRE BEGAN APX 15 SECONDS FOLLOWING IMPACT AND THE ACFT WAS CONSUMED BY FIRE. EXAMINATION OF THE WRECKAGE REVEALED THE CABIN DOOR TO HAVE SEPARATED FROM THE ACFT AT IMPACT AND THE TOP LATCH, A "J" HOOK, WAS FRACTURED AND MISSING.

Brief of Accident (Continued)

File No. - 763

6/19/89

SOUTH LAKE TAHO, CA

A/C Reg. No. N1778W

Time (Lcl) - 1330 PDT

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

Finding(s)

1. DOOR, PASSENGER - OPEN
2.    AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3.    DIVERTED ATTENTION - PILOT IN COMMAND
4. DOOR, PASSENGER - FAILURE, TOTAL
5. STALL - INADVERTENT - PILOT IN COMMAND

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 FAILURE TO MAINTAIN ADEQUATE AIRSPEED AFTER TAKEOFF DUE TO DIVERTED ATTENTION TOWARD AN OPEN ACFT DOOR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 603      6/28/89      JULIAN, CA      A/C Reg. No. N23687      Time (Lcl) - 1900 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
					1
					1

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAN DIEGO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AQUA CALIENTE SAGS
Wind Dir/Speed- 280/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
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)
PRIVATE	Current - YES	Total - 87
SE LAND	Months Since - 18	Last 24 Hrs - 1
	Aircraft Type - PA-28	Make/Model- 10
		Last 30 Days- 5
		Instrument- 0
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS LANDING TO THE SOUTHEAST AND UNAWARE OF THE DOWNWIND CONDITIONS (WINDS OUT OF THE WEST AT AN ESTIMATED 12 TO 15 KNOTS). HE ESTIMATED HIS AIRSPEED TO BE APPROXIMATELY 20 KNOTS HIGHER THAN NORMAL AND THE ACFT TOUCHED DOWN BEYOND THE HALF WAY POINT OF THE 2500 FOOT AIRSTRIP. HE DETERMINED THAT A GO-AROUND WAS NO LONGER POSSIBLE AND VEERED THE ACFT OFF THE RIGHT SIDE OF THE RUNWAY. THE ACFT NOSE GEAR SANK INTO SOFT TERRAIN AND THE ACFT NOSED OVER.



Brief of Accident (Continued)

File No. - 603

6/28/89

JULIAN, CA

A/C Reg. No. N23687

Time (Lcl) - 1900 PDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT TO SELECT THE PROPER RUNWAY FOR EXISTING WIND CONDITIONS AND TO EXECUTE A GO-AROUND WHEN  
TOUCHDOWN AT THE PROPER POINT WAS NOT ACCOMPLISHED.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 606      7/06/89      SACRAMENTO, CA      A/C Reg. No. N747JR      Time (Lcl) - 1445 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - BOEING A75	Eng Make/Model - CONTINENTAL 220C	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2810	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	EXECUTIVE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - UNK/NR	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 - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5814
SE LAND	Months Since - 4	Make/Model- 98
	Aircraft Type - C-150	Instrument- 700
		Multi-Eng - 4000
		Last 24 Hrs - 1
		Last 30 Days- 3
		Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ENGINE STARTED LOSING POWER. THE PILOT DECLARED AN EMERGENCY AND WAS CLEARED TO LAND ON ANY RUNWAY. THE AIRPLANE MADE THE AIRPORT BUT COLLIDED WITH A HANGAR, AND THEN THE GROUND. POST ACCIDENT INSPECTION REVEALED THE AIR INDUCTION SYSTEM APPEARED TO BE BLOCKED WITH A LARGE AMOUNT OF FRICTION TAPE. ANOTHER JUNCTION IN THE INDUCTION SYSTEM WAS WRAPPED WITH THE SAME TYPE FRICTION TAPE.

Brief of Accident (Continued)

File No. - 606

7/06/89

SACRAMENTO,CA

A/C Reg. No. N747JR

Time (Lcl) - 1445 PDT

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

Finding(s)

1. INDUCTION AIR CONTROL/SYSTEM - BLOCKED(PARTIAL)
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. OBJECT - BUILDING(NONRESIDENTIAL)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PARTIAL BLOCKAGE OF THE ENGINE INDUCTION SYSTEM WHICH RESULTED FROM IMPROPER MAINTENANCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 671      7/07/89      VENICE,CA      A/C Reg. No. N704YY      Time (Lcl) - 1021 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	
Obstructions to Vision- NONE	FORCED LANDING	
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 - 3782
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 400
		Instrument- 100
		Multi-Eng - 2420
		Last 30 Days- 67
		Last 90 Days- 190
		Rotorcraft - 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT INSTRUCTOR AND THE STUDENT PILOT WERE PRACTICING TOUCH AND GO LANDINGS. JUST AFTER THE SECOND TAKEOFF, THE ENGINE POWER DROPPED TO IDLE. DESPITE EMERGENCY PROCEDURES, THE ENGINE POWER WOULD NOT INCREASE AND A FORCED LANDING WAS MADE IN A RESIDENTIAL AREA. DURING THE DESCENT, THE AIRPLANE IMPACTED WIRES AND A TRAFFIC LIGHT POLE. POST ACCIDENT INSPECTION REVEALED THE THROTTLE ARM HAD FALLEN OFF THE CARBURETOR SHAFT. THE UNIT ALSO HAD NOT BEEN SAFETIED IN PLACE.

Brief of Accident (Continued)

File No. - 671

7/07/89

VENICE,CA

A/C Reg. No. N704YY

Time (Lcl) - 1021 PDT

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

Finding(s)

1. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
  2. THROTTLE/POWER LEVER,LINKAGE - DISCONNECTED
  3. MAINTENANCE,INSPECTION OF AIRCRAFT - 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

Finding(s)

4. OBJECT - WIRE,TRANSMISSION
  5. OBJECT - OTHER
- 

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:  
THE IMPROPER INSTALLATION AND INSPECTION OF THE CARBURETOR THROTTLE LINKAGE ARM.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 604      7/08/89      WOODLAND,CA      A/C Reg. No. N6352G      Time (Lcl) - 0850 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 150K	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	WOODLAND WATTS,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 320/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 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 - 52
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT AND HIS DAUGHTER WERE UNINJURED WHEN THE CESSNA 150 THAT HE WAS FLYING RAN OUT OF GAS AND MADE A FORCED LANDING IN A BARLEY FIELD. THE AIRPLANE STRUCK A FENCE DURING THE LANDING ROLL AND NOSED OVER, SUSTAINING SUBSTANTIAL DAMAGE. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 604

7/08/89

WOODLAND,CA

A/C Reg. No. N6352G

Time (Lcl) - 0850 PDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. JUDGEMENT - POOR - 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)

3. OBJECT - FENCE

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 PILOT'S POOR JUDGEMENT IN NOT ASSURING AN ADEQUATE FUEL SUPPLY WAS ON BOARD FOR THE FLIGHT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 608      7/25/89      PLACERVILLE, CA      A/C Reg. No. N5925D      Time (Lcl) - 1845 PDT

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

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

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

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES-UNK/NR
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	SAME AS ACC/INC	PLACERVILLE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 6200
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 8
	Aircraft Type - UNK/NR	Instrument- 200
		Multi-Eng - 650
		Last 24 Hrs - 7
		Last 30 Days- 100
		Last 90 Days- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE RPM DECAYED AND THE ENGINE SEIZED. THE INSTRUCTOR FLEW TO THE ONLY AVAILABLE FIELD IN THE AREA BUT IT WAS ON THE SIDE OF A HILL. THE FIELD WAS ROUGH, UNEVEN AND COVERED WITH ROCKS. THE AIRPLANE WAS DEMOLISHED AND ALL THREE PEOPLE ON THE AIRPLANE RECEIVED SERIOUS INJURIES. TEARDOWN OF THE ENGINE REVEALED THE CENTER MAIN BEARING HAD FAILED AND FRAGMENTS OF THE BEARING SEPARATED FROM THE BEARING BACKING, AND ROLLED UP BETWEEN THE BEARING AND CRANKSHAFT.



Brief of Accident (Continued)

File No. - 608

7/25/89

PLACERVILLE, CA

A/C Reg. No. N5925D

Time (Lcl) - 1845 PDT

-----  
Occurrence #1        LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation    TAKEOFF - INITIAL CLIMB  
    1. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL  
    2. ENGINE ASSEMBLY, CRANKSHAFT - SEIZED  
    3. MAINTENANCE, OVERHAUL, MAJOR - IMPROPER - OTHER MAINTENANCE PSNL  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

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

Finding(s)

- 4. TERRAIN CONDITION - NONE SUITABLE
  - 5. TERRAIN CONDITION - ROUGH/UNEVEN
  - 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE IMPROPER MAINTENANCE PERFORMED AT THE LAST OVERHAUL WHICH RESULTED IN THE FAILURE OF THE #3 MAIN BEARING.  
CONTRIBUTING TO THE ACCIDENT WAS THE LACK OF A SUITABLE LANDING AREA FOR THE EMERGENCY LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 609      7/31/89      OCEANSIDE, CA      A/C Reg. No. N2933D      Time (Lcl) - 1005 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	1	0
Pass	0	0	0	0

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

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

Eng Make/Model - LYCOMING O-320-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 - PART OBS  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE

Age - 42

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - PA-28

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

Total	-	307	Last 24 Hrs	-	1
Make/Model	-	23	Last 30 Days	-	5
Instrument	-	14	Last 90 Days	-	11
Multi-Eng	-	0	Rotorcraft	-	0

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS INDICATED THE AIRPLANE WAS ABOUT HALF WAY DOWN THE RUNWAY WHEN THE PILOT INITIATED A GO-AROUND. HE SAID THE FLAPS APPEARED TO BE IN THE FULL UP POSITION, AND THE NOSE WAS VERY HIGH AND THE AIRPLANE APPEARED TO BE MUSHING. THE PILOT STATED HE HAD FULL THROTTLE BUT THE AIRPLANE WOULD NOT CLIMB. HE SAID THAT WHEN HE REALIZED HE WAS NOT GOING TO BE ABLE TO CLIMB OVER THE TREES, HE PULLED THE POWER OFF AND STALLED THE AIRPLANE INTO THE BUSHES AND TREES.

Brief of Accident (Continued)

File No. - 609

7/31/89

OCEANSIDE, CA

A/C Reg. No. N2933D

Time (Lcl) - 1005 PDT

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

Finding(s)

1. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. PULL-UP - EXCESSIVE - PILOT IN COMMAND
5. CLIMB - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

6. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND
7. OBJECT - TREE(S)

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT-IN-COMMAND TO ATTAIN PROPER AIRSPEED DURING THE GO-AROUND. THE LACK OF AIRSPEED DID NOT PERMIT THE AIRPLANE TO CLIMB AND THE PILOT INTENTIONALLY STALLED THE AIRPLANE INTO THE TREES. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT DELAYING THE GO-AROUND AFTER HE MISJUDGED THE TOUCHDOWN POINT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 781      4/05/89      STEAMBOAT SPRG.,CO      A/C Reg. No. N7248N      Time (Lcl) - 1205 MDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	STEAMBOAT SPRGS,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	FT. COLLINS,CO	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 9000
SE LAND,ME LAND	Months Since - 9	Last 24 Hrs - UNK/NR
	Aircraft Type - C-414	Make/Model- 2150
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 5
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE DEPARTED STEAMBOAT SPRINGS, CO, VFR, EN ROUTE TO FT. COLLINS, CO, ALONG THE RADIAL OF V-101. THE PLT DID NOT FILE A FLT PLAN. THE PLT WAS FLYING TO FT. COLLINS TO TAKE A 14 CFR 135 CHECK RIDE WITH THE FAA. THE EN ROUTE TERRAIN WAS MOUNTAINOUS WITH ELEVATIONS BETWEEN 10,000 AND 13,500 FT AND THE WEATHER WAS DESCRIBED AS IMC WITH MTN TOP OBSCURATIONS. THE AIRPLANE DID NOT ARRIVE AT DESTINATION AND AN EXTENSIVE AIR AND GND SEARCH DID NOT LOCATE THE AIRPLANE. TWO MONTHS AFTER AIRPLANE WAS REPORTED MISSING, WRECKAGE WAS FOUND APPROXIMATELY 3 MILES SOUTH OF INTENDED ROUTE OF FLT IN MOUNTAINOUS TERRAIN AT AN ELEVATION OF 13,000 FT.

Brief of Accident (Continued)

File No. - 781

4/05/89

STEAMBOAT SPRG., CO

A/C Reg. No. N7248N

Time (Lcl) - 1205 MDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
  2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

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

Finding(s)

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PLT'S FAILURE TO DISCONTINUE THE VFR FLIGHT WHEN HE ENCOUNTERED IMC; AND THE PLT'S FAILURE TO MAINTAIN ADEQUATE  
ALTITUDE TO CLEAR THE MOUNTAINOUS TERRAIN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 636      4/12/89      AURORA, CO      A/C Reg. No. N993C      Time (Lcl) - 1100 MDT

-----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 - STINSON 108-3	Eng Make/Model - FRANKLIN 6A4-165-B3	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2400	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AURORA
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 548
SE LAND, ME LAND	Months Since - 12	Make/Model- 26
	Aircraft Type - C-172	Instrument- 72
		Multi-Eng - 5
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT/A&P/IA WAS COMPLETING OVER HAUL AND RESTORATION OF THE STINSON. ACCORDING TO THE PRIVATE RATED PAX, THE PLT DECIDED TO TAKE THE PLANE AROUND THE PATTERN FOR A TEST FLIGHT. THE PLT SAID IN HIS WRITTEN REPORT THAT NO FLIGHT WAS INTENDED. BOTH THE PLT AND THE PAX AGREE THAT DURING TAKEOFF GROUND RUN, A STRONG GUST HIT THE PLANE, RAISING THE RIGHT WING. THE ACFT DEPARTED THE RUNWAY TO THE LEFT, THE LEFT WING STRUCK THE TERRAIN, AND THE ACFT CARTWHEELED. THE FUSELAGE, BOTH WING SPARS, AND THE STABILATOR WERE BROKEN. A POST ACCIDENT INSPECTION REVEALED EVIDENCE THAT THE ACFT HAD BEEN MOVED FROM THE ACCIDENT SCENE TO THE REAR OF A HANGAR, STRIPPED OF ALL INSTRUMENTATION, AND ABANDONED. WITNESSES AND THE AIRPORT MANAGER REPORTED THE ACCIDENT THE FOLLOWING DAY. THE PLT DID NOT REPORT THE ACCIDENT TO THE NTSB OR FAA UNTIL CONTACTED BY LETTER. THE PLT REPORTED THAT A "DUST DEVIL" STRUCK THE AIRCRAFT BUT THE PAX AND WITNESSES REPORTED A STRONG GUST.

Brief of Accident (Continued)

File No. - 636

4/12/89

AURORA,CO

A/C Reg. No. N993C

Time (Lc1) - 1100 MDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2            DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

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

Occurrence #3            NOSE DOWN  
Phase of Operation      TAKEOFF - GROUND RUN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE INADEQUATE COMPENSATION FOR WIND CONDITIONS BY THE PILOT. LACK OF RECENT EXPERIENCE IN THE TYPE OF AIRCRAFT IS  
CONSIDERED A CONTRIBUTING FACTOR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 760      4/17/89      GLENWOOD SPGS,CO      A/C Reg. No. N4127G      Time (Lcl) - 1110 MDT

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

Fire      Crew      0  
NONE      Pass      0

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

Make/Model      - CESSNA 310E  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4990  
No. of Seats      - 5

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 014/005 KTS  
Visibility      - 90.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
GRAND JUNCTION,CO

Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

GLENWOOD SPRINGS  
Runway Ident      - 32  
Runway Lth/Wid      - 3300/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 50  
Biennial Flight Review  
Current      - YES  
Months Since      - 21  
Aircraft Type      - M20

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 2631      Last 24 Hrs - 1  
Make/Model- 13      Last 30 Days- 2  
Instrument- 0      Last 90 Days- 3  
Multi-Eng - 155

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT/A&P MECHANIC WAS FERRYING AN ACFT TO HIS FBO TO PERFORM AN ANNUAL INSPECTION. DURING FINAL APPROACH TO RWY 32, A 3,300 X 50 FT, ASPHALT RWY, THE PLT SAID HE ENCOUNTERED STRONG TURBULENCE. THE ACFT TOUCHED DOWN 200 FT SHORT OF THE RWY, ON A PAVED HIGHWAY. THE ACFT SLID ONTO THE RWY AND MADE A SLOW LEFT TURN, COMING TO REST 300 FEET LEFT OF THE RWY CENTERLINE, WITH COMPLETE LANDING GEAR COLLAPSE. A POST ACCIDENT INSPECTION SHOWED EVIDENCE THAT THE LEFT TIRE TOUCHED DOWN HARD, AND THE LEFT STRUT MADE SCRAPE MARKS WITHIN 5 FT. THE ACFT BOUNCED BACK INTO THE AIR AND AT THE NEXT TOUCHDOWN, THE LEFT PROPELLER MADE STRIKE MARKS. THE PILOT SAID HE THOUGHT THE ACFT HAD HIT A LOW LEVEL WIND SHEAR ON FINAL. HE ALSO SAID HE THOUGHT THE LEFT AXLE BROKE OFF DUE TO FATIGUE. AN FAA AIRWORTHINESS INSPECTOR EXAMINED THE AXLE AND STATED THAT HE DISCOVERED NO EVIDENCE OF PRE-EXISTING CRACKS OR FATIGUE.



Brief of Accident (Continued)

File No. - 760

4/17/89

GLENWOOD SPGS, CO

A/C Reg. No. N4127G

Time (Lc1) - 1110 MDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT  
-----

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

Finding(s)

2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND  
-----

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

Finding(s)

3. FLARE - MISJUDGED - PILOT IN COMMAND  
-----

Occurrence #4            MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

4. LANDING GEAR, AXLE - OVERLOAD  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
INADEQUATE COMPENSATION FOR THE WIND CONDITIONS BY THE PILOT, RESULTING IN A LOSS OF CONTROL OF FINAL APPROACH.  
CONTRIBUTING TO THE ACCIDENT WAS THE DOWNDRAFT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 645      6/03/89      MEEKER, CO      A/C Reg. No. N555JW      Time (Lcl) - 1240 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

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

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

Make/Model      - BOEING PT-17  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2810  
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 - UNK/NR  
Stall Warning System - NO

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-      VARIABLE/010 KTS  
Visibility      - 60.0 SM  
Lowest Sky/Clouds      - N/A  
Lowest Ceiling      - 7000 FT BROKEN  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 37  
Biennial Flight Review  
Current      - YES  
Months Since      - 10  
Aircraft Type - PT-17

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

Total	- 652	Last 24 Hrs - UNK/NR
Make/Model-	352	Last 30 Days- 10
Instrument-	0	Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT AND PAYING PAX DEPARTED ARPT DURING AIR SHOW FOR LOCAL SIGHTSEEING FLT. MONIES RAISED FROM AIRPLANE RIDES AND AIR SHOW WERE TO BENEFIT LOCAL COMMUNITY HOSPITAL. SHORTLY AFTER ACFT DEPARTED RWY 21, WITNESSES SAID STRONG GUSTY WINDS DEVELOPED AS THUNDERSTORM APPROACHED. VIRGA WAS SEEN FALLING FROM ONE CELL, LOCATED ABOUT 3 MILES SOUTH OF ARPT. THE ACFT WAS NEXT SEEN ON WHAT WAS DESCRIBED AS A RIGHT X-WIND LEG FOR RWY 3 AT LOW SPEED. THE ACFT WAS THEN OBSERVED TO SPIN AND IMPACT THE GROUND. THE ACFT EXPLODED AND BURNED. PLT COULD NOT RECALL ANY DETAILS OF ACCIDENT.

Brief of Accident (Continued)

File No. - 645

6/03/89

MEEKER, CO

A/C Reg. No. N555JW

Time (Lc1) - 1240 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. WEATHER CONDITION - WINDSHEAR
  3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE INADVERTENT STALL-SPIN AT AN ALTITUDE INSUFFICIENT TO EFFECT A SAFE RECOVERY. CONTRIBUTING FACTORS INCLUDE HIGH  
DENSITY ALTITUDE AND WIND SHEAR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 666      8/05/89      BOULDER, CO

A/C Reg. No. N2549D

Time (Lcl) - 0930 MDT

-----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 170B  
Landing Gear   - TAILWHEEL-ALL FIXED  
Max Gross Wt   - 2200  
No. of Seats   - 4

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

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

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

Weather Data

Wx Briefing    - UNK/NR  
Method        - UNK/NR  
Completeness   - UNK/NR  
Basic Weather   - VMC  
Wind Dir/Speed - CALM  
Visibility      - 15.0    SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling   - NONE  
Obstructions to Vision - NONE  
Precipitation    - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

BOULDER  
Runway Ident    - UNK/NR  
Runway Lth/Wid   - 4100/    75  
Runway Surface   - ASPHALT  
Runway Status    - DRY

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

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

Age - 46  
Biennial Flight Review  
Current        - N/A  
Months Since   - N/A  
Aircraft Type   - N/A

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

Total	-	80	Last 24 Hrs	-	1
Make/Model	-	24	Last 30 Days	-	11
Instrument	-	0	Last 90 Days	-	28
Multi-Eng	-	0	Rotorcraft	-	0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT REPORTED THAT THE ACFT TOUCHED DOWN ON THE MAIN GEAR WITH THE RIGHT WING SLIGHTLY LOW, BOUNCED SLIGHTLY, AND THEN VEERED TO THE LEFT. SHE SAID THE POWER WAS OFF BUT SHE DIDN'T HOLD THE CONTROL WHEEL BACK FIRMLY AND THE AIRPLANE CONTINUED TO GROUND LOOP. THE LANDING WAS MADE ON AN ASPHALT RUNWAY, 4,100 X 75 FT AND THE WIND WAS CALM.

Brief of Accident (Continued)

File No. - 666

8/05/89

BOULDER, CO

A/C Reg. No. N2549D

Time (Lcl) - 0930 MDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 

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

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE STUDENT PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL DURING LANDING ROLL DUE TO IMPROPER USE OF THE FLIGHT  
CONTROLS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 648      8/06/89      LOUISVILLE, CO      A/C Reg. No. N74191      Time (Lcl) - 0755 MDT

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

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

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

Make/Model - BALLOON WORKS FIREFLY 8B	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 - 1660	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 360/025 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 34	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 391
	Months Since - 5	Last 24 Hrs - 0
FREE BALLOON	Aircraft Type - FIREFLY	Make/Model- 20
		Last 30 Days- 8
		Instrument- 0
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE WIND WAS CALM WHEN HE LAUNCHED BUT BECAME STRONG AND GUSTY DURING THE ONE HR FLT. HE SAID HE LANDED ON THE TOP OF A MESA WITH THE WIND ESTIMATED TO BE 25 KTS, WITH GUSTS TO 35 KTS. DURING THE LANDING THE PASSENGERS WERE JOSTLED AROUND AND ONE PASSENGER RECEIVED A SERIOUS INJURY.

Brief of Accident (Continued)

File No. - 648

8/06/89

LOUISVILLE,CO

A/C Reg. No. N74191

Time (Lcl) - 0755 MDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

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

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

Finding(s)

3. BALLOON EQUIPMENT,BASKET - DISTORTED
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO ADEQUATELY EVALUATE THE WEATHER PRIOR TO TAKEOFF. HIGH WINDS DEVELOPED DURING THE BALLOON  
FLIGHT WHICH RESULTED IN A ROUGH LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 798      3/08/89      FORT MYERS, FL      A/C Reg. No. N1032U      Time (Lcl) - 2145 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 -TAXI					

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

Make/Model - PIPER PA-34-200	Eng Make/Model - LYCOMING IO-360-C1E6	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LANTANA, FL	PAGE FIELD
Wind Dir/Speed- 030/008 KTS		Runway Ident - UNK/NR
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Flight Plan - IFR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type of Clearance - IFR	Runway Status - UNK/NR
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1126
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 7
		Instrument- 73
		Last 30 Days- UNK/NR
		Last 90 Days- 103

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STRUCK A CURB IN AN AUTOMOBILE PARKING AREA AS THE PLT ATTEMPTED TO REVERSE COURSE AND EXIT THE AREA WHICH HE HAD MISTAKENLY TAXIED INTO.



Brief of Accident (Continued)

File No. - 798

3/08/89

FORT MYERS, FL

A/C Reg. No. N1032U

Time (Lcl) - 2145 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

1. LIGHT CONDITION - DARK NIGHT
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. OBJECT - AIRPORT FACILITY
5. CLEARANCE - NOT MAINTAINED - 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 SEE AND AVOID OBSTRUCTIONS AS HE TAXIED FROM THE RAMP AREA. CONTRIBUTING TO THE ACCIDENT  
WAS THE DARK LIGHT CONDITIONS WHICH DEGRADED THE PILOT'S VISUAL PERCEPTION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 796      3/25/89      DAYTONA BCH SHR, FL      A/C Reg. No. N90985      Time (Lcl) - 1248 EST

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

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

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

Make/Model	- BELLANCA 7KCAB	Eng Make/Model	- LYCOMING IO-320-E2A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1650	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 150 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	NEW SMYRNA BCH., FL	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	Runway Lth/Wid
Visibility	Type of Flight Plan	Runway Surface
Lowest Sky/Clouds	Type of Clearance	Runway Status
Lowest Ceiling	Type Apch/Lndg	
Obstructions to Vision		
Precipitation		
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	Total	- 3019
SE LAND	Months Since	Make/Model	- 380
	Aircraft Type	Instrument	- 60
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- 159
		Last 90 Days	- 181

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE FLYING OFFSHORE SOUTHBOUND AT AN ALT OF 300-400 FT, THE BANNER TOWING BELLANCA PASSED TO THE RT, THE LAST OF A FLT OF FOUR BANNER TOWING SUPER CUB ACFT CRUISING AT ABOUT 40 MPH, PLACING THE ACFT CLOSER TO SHORE. WITH A QUARTERING TAILWIND, THE PLT INITIATED A "VERY TIGHT" RT TURN TO RETURN NORTHBOUND. DURING THE TURN, THE ACFT DID WHAT WAS DESCRIBED AS A WING OVER & WHILE DESCENDING EASTBOUND WITH THE BANNER ATTACHED, THE MAIN GEAR CONTACTED A WAVE CAUSING THE ACFT TO NOSE INTO THE WATER. EXAMINATION OF THE ACFT & ENG REVEALED NO EVIDENCE OF FAILURE OR MALFUNCTION OF EITHER THE FLT CONTROLS OR ENG. THE BANNER RELEASE MECHANISM WAS EXAMINED & THERE WAS NO EVIDENCE OF FAILURE OR MALFUNCTION. THE MINIMUM ALT FOR BANNER TOWING OTHER THAN FOR PICKUP'S AND DROP'S IS 500 FT WHEN AUTHORIZED BY ATC.

Brief of Accident (Continued)

File No. - 796

3/25/89

DAYTONA BCH SHR, FL

A/C Reg. No. N90985

Time (Lcl) - 1248 EST

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

Finding(s)

1. ALTITUDE - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. EXTERNAL LOAD EQUIPMENT - DISREGARDED - PILOT IN COMMAND
5. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - WATER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
IN-FLIGHT LOSS OF CONTROL WHILE MANEUVERING TO REVERSE DIRECTION DUE THE FAILURE OF THE PILOT TO MAINTAIN ADEQUATE  
AIRSPEED DURING THE "STEEP TURN."

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 797      4/08/89      TAMPA, FL

A/C Reg. No. N711BF

Time (Lcl) - 0942 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model      - BEECH C-45H  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 10200  
No. of Seats      - 2

Eng Make/Model      - P&W PT-6A-20  
Number Engines      - 2  
Engine Type      - TURBOSHAFT  
Rated Power      - 550 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- 160/008 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 25000 FT THIN BKN  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
TAMPA, FL  
Destination  
LAKE WALES, FL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

TAMPA  
Runway Ident      - 09  
Runway Lth/Wid      - 7000/ 150  
Runway Surface      - CONCRETE  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

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

Age - 62

Biennial Flight Review

Current      - YES  
Months Since      - 10  
Aircraft Type      - BE-58

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 26202	Last 24 Hrs	- 1
Make/Model-	34	Last 30 Days-	35
Instrument-	3444	Last 90 Days-	83
Multi-Eng	- 18817		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF THE TURBINE POWERED C45-H EXPERIENCED A FAILURE OF THE LEFT ENGINE DUE TO FUEL CONTAMINATION AFTER TAKEOFF. HE THEN EXECUTED A FORCED LANDING OFF THE DEPARTURE END OF THE RUNWAY WITH THE RIGHT ENGINE STILL DEVELOPING POWER, AS DEMONSTRATED BY PROP SIGNATURES AND DAMAGE DURING GRND CONTACT. POST ACC FUEL ANALYSIS SHOWED SAND AND FIBER CONTAMINATION. THE PLT HAD JUST REFUELED BUT THE SOURCE OF THE CONTAMINATION WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 797

4/08/89

TAMPA, FL

A/C Reg. No. N711BF

Time (Lcl) - 0942 EDT

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION
2. REFUELING - PERFORMED - PILOT IN COMMAND
3. 1 ENGINE -

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FUEL CONTAMINATION OF THE LEFT ENGINE FUEL SYSTEM WHICH RESULTING IN A FAILURE OF THE LEFT ENGINE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 692      4/17/89      MIAMI, FL      A/C Reg. No. N342L      Time (Lcl) - 1000 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - CRIMINAL	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 - BELL 47D1	Eng Make/Model - FRANKLIN 6VS-335	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MIAMI, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- 080/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2600
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-----

THE PRIVATE PLT WITH NO HELICOPTER RATING LANDED WITHIN THE CONFINES OF A FEDERAL CORRECTIONAL CENTER FOR THE PURPOSE OF ASSISTING A CONVICTED DRUG SMUGGLER CONFINED TO A LIFE TERM TO ESCAPE. DURING LIFT-OFF, THE TAIL ROTOR STRUCK A CONCERTINA WIRE-TOPPED FENCE & CRASHED. BOTH OCCUPANTS WERE ARRESTED & TRANSPORTED TO THE PRISON WARD OF A LOCAL HOSPITAL. NTSB FORM 6120.1, REPORT OF ACFT ACCIDENT WAS NOT RETURNED BY THE PLT TO THE NTSB'S MIAMI REGIONAL OFFICE.

Brief of Accident (Continued)

File No. - 692

4/17/89

MIAMI, FL

A/C Reg. No. N342L

Time (Lc1) - 1000 EDT

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

Finding(s)

1. OBJECT - FENCE
  2. CLEARANCE - NOT MAINTAINED - UNQUALIFIED PERSON
  3. OVER CONFIDENCE IN PERSONAL ABILITY - UNQUALIFIED PERSON
  4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - UNQUALIFIED PERSON
  5. PRESSURE INDUCED BY OTHERS - UNQUALIFIED PERSON
- 

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 UNQUALIFIED PERSONS FAILURE TO MAINTAIN CLEARANCE FROM THE FENCE. PRESSURE INDUCED BY OTHERS, LACK OF EXPERIENCE,  
AND OVER CONFIDENCE IN PERSONAL ABILITY ARE CONTRIBUTING FACTORS TO THIS ACCIDENT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 795      4/25/89      MIRAMAR, FL      A/C Reg. No. N3004V      Time (Lc1) - 1540 EDT

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

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

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

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/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	OPA LOCKA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 150/009 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 - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2185
SE LAND, ME LAND	Months Since - 17	Last 24 Hrs - 1
	Aircraft Type - S-60	Make/Model- 45
		Last 30 Days- 2
		Instrument- 748
		Last 90 Days- 2
		Multi-Eng - 1316
		Rotorcraft - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE EXPERIENCED A VIBRATION OF UNKNOWN ORIGIN AND THE ENGINE WAS STILL RUNNING. HE THEN ATTEMPTED A PRECAUTIONARY LANDING TO UNSUITABLE TERRAIN WHEN AN AIRPORT AND A HIGHWAY MEDIAN WERE AVIALABLE. THE AIRPLANE FLIPPED OVER ON LANDING.



Brief of Accident (Continued)

File No. - 795

4/25/89

MIRAMAR, FL

A/C Reg. No. N3004V

Time (Lc1) - 1540 EDT

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation CRUISE

Finding(s)

1. FUSELAGE - VIBRATION

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

Finding(s)

2. TERRAIN CONDITION - SOFT
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. PANIC - PILOT IN COMMAND

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:  
THE PILOT'S FAILURE TO CONTINUE FLYING THE AIRPLANE WHEN HE NOTED A VIBRATION OF UNKNOWN ORIGIN. CONTRIBUTING TO  
THE ACCIDENT WAS THE IMPROPER SELECTION OF UNSUITABLE TERRAIN TO EXECUTE A PRECAUTIONARY LANDING WHEN AN AIRPORT AND  
A HIGHWAY MEDIAN WERE AVAILABLE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 707      4/26/89      JACKSONVILLE, FL      A/C Reg. No. N39RD      Time (Lcl) - 2145 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-CORPORATE AIRWAYS	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	1
Accident Occurred During	-LANDING						

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

Make/Model	- SWEARINGEN SA-226-AT	Eng Make/Model	- GARRETT TPE3313U303G	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 840 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAVANNAH, GA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	JACKSONVILLE
Wind Dir/Speed - 240/006 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5700
SE LAND, ME LAND	Months Since - 3	Make/Model - 1000
	Aircraft Type - SA226	Instrument - 800
		Multi-Eng - 5400
		Last 24 Hrs - 1
		Last 30 Days - 25
		Last 90 Days - 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT IN COMMAND OF AN ON DEMAND SINGLE PILOT AIR-TAXI CARGO FLIGHT LANDED ON THE RUNWAY WITH THE LANDING GEAR IN THE UP POSITION AND ATTEMPTED TO LOWER THE GEAR AFTER THE PROPELLERS HAD STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 707

4/26/89

JACKSONVILLE, FL

A/C Reg. No. N39RD

Time (Lcl) - 2145 EST

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

Finding(s)

1. CHECKLIST - NOT PERFORMED - PILOT IN COMMAND
2. COMPLACENCY - PILOT IN COMMAND
3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
4. WHEELS UP LANDING - PERFORMED - 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 IN COMMAND TO USE THE AIRPLANE LANDING CHECKLIST AND ASSURE THAT THE LANDING GEAR WAS DOWN  
AND LOCKED PRIOR TO LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 735      4/28/89      NEW SMYRNA BCH., FL      A/C Reg. No. N57946      Time (Lcl) - 1430 EDT

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

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

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

Make/Model	- BOEING A75N1	Eng Make/Model	- P&W R-985-39A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3620	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NE SMYRNA BEACH MUNI.
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4300/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2732
SE LAND	Months Since - 1	Last 24 Hrs - 5
	Aircraft Type - B-24	Make/Model- 361
		Instrument- 79
		Multi-Eng - 3
		Last 30 Days- 111
		Last 90 Days- 321
		Rotorcraft - 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER DEPARTURE, THE AIRPLANE RETURNED TO LAND BECAUSE THE TAIL HOOK WAS NOT ATTACHED. AFTER A NORMAL APCH & THREE POINT LNDG WITH A 20 DEGREE LEFT CROSSWIND AT 10 KTS, THE AIRPLANE WEATHER VANED. THE PLT APPLIED FULL RT RUDDER, UP ELEVATOR, & LEFT AILERON CONTROL AS THE WING WAS RAISED BY THE WIND. THE AIRPLANE CONTINUED TO TURN. THE UPPER & LOWER RT WINGS WERE DAMAGED BY CONTACT WITH THE GROUND. EXAMINATION OF THE AIRPLANE REVEALED THAT THE RUDDER STOPS WERE REMOVED WHICH ALLOWED THE RUDDER TO CONTACT THE ELEVATOR RENDERING IT INOPERABLE.

Brief of Accident (Continued)

File No. - 735

4/28/89

NEW SMYRNA BCH., FL

A/C Reg. No. N57946

Time (Lcl) - 1430 EDT

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

Finding(s)

1. MAINTENANCE, 100 HOUR INSPECTION - POOR - COMPANY MAINTENANCE PSNL
2. FLT CONTROL SYST, RUDDER - IMPROPER
3. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
4. FLT CONTROL SYST, ELEVATOR CONTROL - MOVEMENT RESTRICTED
5. ELEVATOR - NOT POSSIBLE - PILOT IN COMMAND
6. BRAKES(NORMAL) - NOT USED - PILOT IN COMMAND

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

Finding(s)

7. GROUND LOOP/SWERVE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT TO ADEQUATELY PREFLIGHT THE AIRPLANE. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S FAILURE  
TO USE THE BRAKES TO MAINTAIN DIRECTIONAL CONTROL AND POOR INSPECTION OF THE AIRPLANE BY COMPANY MAINTENANCE  
PERSONNEL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 739      4/29/89      DAYTONA BEACH, FL      A/C Reg. No. N447B      Time (Lcl) - 1524 EDT

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

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

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

Make/Model - BEECH 35	Eng Make/Model - CONTINENTAL E-185-1	ELT Installed/Activated - YES-UNK/NR
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 - 185 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LEESBURG, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DAYTONA BEACH, FL	Runway Ident - N/A
Wind Dir/Speed- 070/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5500 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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 156
SE LAND	Months Since - 3	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING NORMAL CRUISE JUST OFFSHORE THE PLT REPORTED, THE ENG QUIT. HE THEN DITCHED THE ACFT IN 10 FT OF WATER. THE ENG HAS NOT BEEN RECOVERED THEREFORE NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE REPORTED LOSS OF ENG POWER.

Brief of Accident (Continued)

File No. - 739

4/29/89

DAYTONA BEACH, FL

A/C Reg. No. N447B

Time (Lcl) - 1524 EDT

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

Finding(s)

1. POWERPLANT - UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

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

Finding(s)

2. TERRAIN CONDITION - WATER  
-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
A LOSS OF ENGINE POWER FOR UNDETERMINED REASONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 738

5/01/89

PALMETTO, FL

A/C Reg. No. N9306T

Time (Lc1) - 1115 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING - ROLL

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

Make/Model - PIPER PA-38-112

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 112 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 180/020 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PUNTA GORDA, FL

Destination

TAMPA, FL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

PRECAUTIONARY LANDING

Airport Proximity  
ON AIRSTRIP

Airport Data

MANATEE

Runway Ident - 07

Runway Lth/Wid - 3200 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 167

Make/Model- 89

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- 7

Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EXECUTING A PRECAUTIONARY LANDING DUE TO PLT REPORTED RADIO FAILURE, THE PLT ATTEMPTED TO LAND WITH A RIGHT QUARTERING TAILWIND. THE ACFT TOUCHED DOWN IN A FIELD 750 FT PAST THE DEPARTURE END OF THE INTENDED RWY, TRAVELLED ABOUT 800 FT, THEN NOSED OVER AFTER TRAVELLING INTO A DITCH. THE RADIO OPERATIONALLY CHECKED GOOD. THERE WAS NO FAILURE NOR MALFUNCTION OF THE AIRCRAFT FLIGHT CONTROLS.



Brief of Accident (Continued)

File No. - 738

5/01/89

PALMETTO, FL

A/C Reg. No. N9306T

Time (Lcl) - 1115 EDT

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

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - DITCH

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 PILOT'S SELECTION OF THE WRONG RUNWAY FOR LANDING ALONG WITH FAILURE TO ATTAIN A PROPER POINT OF TOUCHDOWN AND  
THE FAILURE TO PERFORM A GO-AROUND.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 769      5/06/89      FORT MYERS, FL      A/C Reg. No. N5769M      Time (Lcl) - 1440 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Basic Weather - VMC  
Wind Dir/Speed- 300/012 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

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

Airport Data

PAGE FIELD  
Runway Ident - 23  
Runway Lth/Wid - 6401/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 64  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - C-172

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

Total	- 10711	Last 24 Hrs -	3
Make/Model-	400	Last 30 Days-	30
Instrument-	391	Last 90 Days-	64
Multi-Eng -	2137	Rotorcraft -	135

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE LEFT MAIN LANDING GEAR COLLAPSED. THE ACFT VEERED OFF THE RWY & CAME TO REST ON THE GRASS. EXAMINATION OF THE FAILED LANDING GEAR REVEALED THE TRUNNION & BELLCRANK ASSY FAILED DUE TO OVERLOAD.

Brief of Accident (Continued)

File No. - 769

5/06/89

FORT MYERS, FL

A/C Reg. No. N5769M

Time (Lcl) - 1440 EDT

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Occurrence #1        MAIN GEAR COLLAPSED

Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
  2. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - OVERLOAD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
COLLAPSE OF THE LEFT MAIN LANDING GEAR DUE TO OVERLOAD FAILURE OF THE TRUNNION AND BELLCRANK ASSEMBLY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 736      5/16/89      GAINESVILLE, FL      A/C Reg. No. N43797      Time (Lcl) - 0854 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	GAINESVILLE, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PENSACOLA, FL	GAINESVILLE REG.
Wind Dir/Speed- 040/007 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4147/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1307
SE LAND	Months Since - 6	Make/Model- 704
	Aircraft Type - PA32300	Instrument- 167
		Last 24 Hrs - 1
		Last 30 Days- 21
		Last 90 Days- 51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS CRUISING IN VFR CONDS WHEN RADIO CONTACT WAS LOST WITH CENTER. THE PLT DESCENDED & RETURNED TO GNV. HE STATED THAT HE WAS UNABLE TO FULLY EXTEND & LOCK THE GEAR USING NORMAL & EMERG MEANS DUE TO A LOSS OF ELECT POWER. AN APRCH WAS FLOWN FOR THE RWY WITH THE MAIN GEAR DOWN & THE NOSE GEAR IN AN UNDETERMINED POSITION. THE PLT STATED THAT ON SHORT FINAL APRCH, HE SAW THAT HE WAS GOING TO BE SHORT OF THE RWY & ATTEMPTED TO ADD POWER BUT THE ENGINE DID NOT RESPOND. A HARD LANDING WAS MADE ON THE OVERRUN SECTION OF THE RWY WHICH DROVE THE MAIN GEAR INTO THE SPAR CAUSING A PARTIAL COLLAPSE OF THE GEAR & MAJOR DAMAGE TO THE ACFT. THE ALTERNATOR WAS LATER EXAMINED BY MAINT PERSNL WHO REPORTED THE BRUSHES WERE COMPLETELY BURNED OUT. TWO WITNESSES, BOTH OF WHOM ARE CFIS, STATED THAT WHILE ON SHORT FINAL, THEY HEARD TWO POWER APPLICATIONS BEFORE IMPACT BUT THE ACFT HAD DEVELOPED A NOSE HI ATTITUDE & HI SINK RATE WHICH WAS NOT ARRESTED PRIOR TO IMPACT WITH THE GRND. FAA PERSONL LATER TEST RAN THE ENG WHICH CHECKED OUT OK.

Brief of Accident (Continued)

File No. - 736

5/16/89

GAINESVILLE, FL

A/C Reg. No. N43797

Time (Lc1) - 0854 EDT

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

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL

Occurrence #2 GEAR NOT EXTENDED  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. GEAR EXTENSION - INADEQUATE - PILOT IN COMMAND
3. GEAR DOWN AND LOCKED - NOT OBTAINED - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND
5. GEAR EXTENSION - NOT UNDERSTOOD - PILOT IN COMMAND

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

Finding(s)

6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
7. AIRCRAFT CONTROL - POOR - PILOT IN COMMAND
8. STALL/MUSH - PERFORMED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
PILOT'S INABILITY TO PROPERLY FLARE DUE TO A HIGH SINK RATE AS A RESULT OF INSUFFICIENT AIRSPEED WHICH RESULTED IN A  
HARD LANDING SHORT OF AND OFF OF THE RUNWAY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 737      5/20/89      MARCO, FL      A/C Reg. No. N5313B      Time (Lcl) - 0945 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 -LANDING - ROLL			0	0	0
					None
					1
					1

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	FORT MYERS, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PORT OF THE ISLANDS
Wind Dir/Speed- 080/007 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500 -UNK/NR
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- HAZE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 154
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE FLT TOUCHED DOWN FAST 1/3 DOWN THE RWY, BOUNCED, STALLED, THEN TOUCHED DOWN ON THE NOSE LANDING GEAR COLLAPSING IT. THE PLT DID NOT FILE AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 737

5/20/89

MARCO, FL

A/C Reg. No. N5313B

Time (Lcl) - 0945 EDT

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  2. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
  3. STALL - NOT CORRECTED - PILOT IN COMMAND
  4. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FAILURE OF THE PILOT TO CONTROL THE APPROACH SPEED WHICH RESULTED IN A BOUNCED LANDING. NO RECOVERY WAS MADE FROM THE BOUNCED LANDING, AND THE AIRPLANE WAS ALLOWED TO STALL. THE AIRPLANE THEN LANDED ON THE NOSE LANDING GEAR, WHICH RESULTED IN ITS OVERLOAD FAILURE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 729      5/21/89      IMMOKALEE, FL      A/C Reg. No. N8720Q      Time (Lcl) - 1955 EDT

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

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

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

Make/Model - CESSNA TU206F	Eng Make/Model - CONTINENTAL TS10-520-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HOMESTEAD, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	IMMOKALEE
Wind Dir/Speed- 300/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 3800 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - UNK/NR	Total - 2060
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO EVIDENCE FOUND AT THE SCENE, THE AIRPLANE STRUCK THE TOP BARBED WIRE STRAND IN THE AIRPORT BOUNDARY FENCE, TOUCHED DOWN IN THE GRASS- JUST INSIDE THE AIRPORT BOUNDARY - ROLLED APRX 50 FEET HIT A LOG, BOUNCED UP, STRUCK A POLE WITH THE LEFT WING, CARTWHEELED AND CRASHED IN TO THE TURF ABOUT 150 FEET FROM THE INITIAL CONTACT WITH THE POLE. THE ACFT BURST INTO FLAMES AND WAS DESTROYED BY POST CRASH FIRE. THE ENGINE WAS RUN AFTER THE ACCIDENT WITH AN ALTERNATE FUEL SYSTEM AND NO DISCREPANCIES WERE NOTED.



Brief of Accident (Continued)

File No. - 729

5/21/89

IMMOKALEE, FL

A/C Reg. No. N8720Q

Time (Lcl) - 1955 EDT

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

Finding(s)

1. OBJECT - FENCE
  2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
- 

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

Finding(s)

3. OBJECT - POLE
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO ESTABLISH THE DESCENT ANGLE WHICH WOULD ATTAIN THE PROPER TOUCHDOWN POINT. CONSEQUENTLY, THE  
AIRPLANE COLLIDED, IN FLIGHT, WITH THE AIRPORT BOUNDARY FENCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 742      5/22/89      OKEECHOBEE, FL      A/C Reg. No. N9139H      Time (Lcl) - 2009 EDT

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

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

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

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SANFORD, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MIAMI, FL	
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 8000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - RAIN		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 250
SE LAND	Months Since - 1	Make/Model- 50
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 9
		Last 24 Hrs - UNK/NR
		Last 30 Days- 42
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO DEPARTURE THE PLT WAS BRIEFED BY FSS PERSONNEL THAT THUNDERSTORMS EXISTED ALONG THE ROUTE OF FLT & ADVISED TO WAIT AN HOUR FOR MOVEMENT TO THE EAST. THE PLT DID NOT CONTACT THE FSS AGAIN PRIOR TO DEPARTURE. THE FLT DEPARTED 1 HR 29 MINUTES LATER & WHEN NORTH OF LAKE OKEECHOBEE, FL, ENCOUNTERED WEATHER ASSOCIATED WITH A THUNDERSTORM & WITH DARKNESS APPROACHING, ELECTED TO PERFORM A PRECAUTIONARY LANDING. DURING THE LANDING ROLL, THE NOSE GEAR COLLIDED WITH A MOUND OF DIRT, COLLAPSING IT, & BOTH WINGS COLLIDED WITH TREES BEFORE THE AIRPLANE STOPPED.

Brief of Accident (Continued)

File No. - 742

5/22/89

OKEECHOBEE, FL

A/C Reg. No. N9139H

Time (Lc1) - 2009 EDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. LIGHT CONDITION - DUSK
4. FLIGHT TO ALTERNATE DESTINATION - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

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

Finding(s)

6. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S POOR PREFLIGHT PREPARATION WHEN HE FAILED TO RECHECK WEATHER CONDITIONS AFTER HE DELAYED TAKEOFF BECAUSE  
OF THUNDERSTORMS. ALSO, THE PILOT'S POOR INFLIGHT DECISION TO LAND OFF-AIRPORT RATHER THAN RETURN TO THE DEPARTURE  
AIRPORT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 752      5/30/89      JACKSONVILLE,FL      A/C Reg. No. N17018      Time (Lcl) - 0700 EDT

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

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

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

Make/Model - CESSNA 150L	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	CRAIG MUNICIPAL
Wind Dir/Speed- CALM		Runway Ident - UNK/NR
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE	Type Apch/Lndg - 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	Current - YES	Total - 1400
SE LAND, ME LAND	Months Since - 10	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTED TO HAND PROP THE ENGINE WITHOUT A PERSON MANNING THE AIRPLANE CONTROLS. THE ENGINE STARTED AND THE AIRPLANE TAXIED UNMANNED INTO A PARKED AIRPLANE.

Brief of Accident (Continued)

File No. - 752

5/30/89

JACKSONVILLE, FL

A/C Reg. No. N17018

Time (Lc1) - 0700 EDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      STANDING - STARTING ENGINE(S)  
1. STARTING PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND  
2. BRAKES(NORMAL) - NOT USED - PILOT IN COMMAND  
3. OBJECT - AIRCRAFT PARKED  
-----

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO HAVE SOMEONE OPERATE THE AIRPLANE'S BRAKES AND ENGINE CONTROLS DURING HAND PROPPING THE ENGINE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 770      6/04/89      CEDAR KEY, FL      A/C Reg. No. N6013E      Time (Lcl) - 1230 EDT

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

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

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

Make/Model - CESSNA 172	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 - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SANFORD, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CEDAR KEY, FL	CEDAR KEY
Wind Dir/Speed- 240/009 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 100
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	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 - 10	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 50
		Instrument- 6
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE HAD NOT FLOWN FOR ABOUT 2 MONTHS & HE MADE 2 TAKEOFFS & LDGS AT HIS HOME ARPT BEFORE DEPARTING FOR CDK. DURING THE 1 HR 20 MIN FLT, THE PLT STATED THE ACFT OPERATED NORMALLY. AT CKD, HE STATED THE WIND SOCK WAS LIMP, SO HE LANDED ON RWY 23. ON TOUCHDOWN, THE ACFT BEGAN TO SWERVE TO THE RIGHT, SO HE EXECUTED A GO-ARND. ON THE NEXT LDG, A SIMILAR SWERVE OCCURRED, BUT THE PLT DID NOT ARREST THE SWERVE PRIOR TO THE ACFT LEAVING THE RWY & HITTING A TREE. AFTER THE ACCIDENT, THE NOSE WHEEL STEERING, WHEELS & BRAKES WERE EXAMINED & NO EVIDENCE OF ANY MALFUNCTIONS WERE NOTED. PRELIM REPAIRS WERE MADE TO THE ACFT, & IT WAS FLOWN BACK TO ITS HOME BASE BY ANOTHER PLT WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 770

6/04/89

CEDAR KEY, FL

A/C Reg. No. N6013E

Time (Lc1) - 1230 EDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

2. OBJECT - TREE(S)

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 772      7/06/89      HILLIARD, FL      A/C Reg. No. N9473N      Time (Lcl) - 1505 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

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

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

Make/Model      - PIPER PA-28R-200  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2650  
No. of Seats      - 4

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

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

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

Weather Data

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

Basic Weather      - VMC

Wind Dir/Speed- 100/011 KTS

Visibility      - 7.0 SM

Lowest Sky/Clouds      - 3700 FT SCATTERED

Lowest Ceiling      - 12000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - STRAIGHT-IN

FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 63

Biennial Flight Review

Current      - YES

Months Since      - 3

Aircraft Type      - PA-28

Medical Certificate - EXPIRED

Flight Time (Hours)

Total      - 2207

Make/Model- 1322

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- 1

Last 90 Days- 4

Instrument Rating(s)      - NONE

-----Narrative-----

THE ENGINE LOST POWER DURING THE INITIAL CLIMB AFTER TAKEOFF. A FORCED LANDING WAS MADE IN TREES AT THE END OF THE RUNWAY. POST ACCIDENT EXAMINATION OF THE AIRPLANE REVEALED ABOUT 3 OZ OF WATER IN THE RIGHT FUEL TANK. THE ENGINE WAS OPERATED DURING TESTING AFTER THE ACCIDENT. THE PILOT SAID HE NORMALLY PARKED THE AIRPLANE IN AN OPEN T HANGAR WITH FUEL TANKS PARTIALLY FILLED. ADDITIONALLY THERE WERE HEAVY THUNDERSTORMS IN THE AREA SINCE THE AIRPLANE WAS LAST FLOWN, THREE WEEKS BEFORE THE ACCIDENT. THE FUEL SUMPS WERE DRAINED, 19.9 GAL. OF FUEL ADDED, BUT NOT REDRAINED FOLLOWING THE FUELING.



Brief of Accident (Continued)

File No. - 772

7/06/89

HILLIARD, FL

A/C Reg. No. N9473N

Time (Lc1) - 1505 EDT

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

Finding(s)

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

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE INADEQUATE PRE-FLIGHT EXAMINATION BY THE PILOT, AFTER REFUELING, WHICH FAILED TO DETECT WATER IN THE FUEL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 771      7/09/89      KISSIMMEE, FL      A/C Reg. No. N6199B      Time (Lcl) - 1715 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

		Injuries			
		Fatal	Serious	Minor	None
		0	0	1	1
		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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- 080/010 KTS  
Visibility      - 10.0      SM  
Lowest Sky/Clouds      - 4000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

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

Age      - 68

Biennial Flight Review

Current      - YES  
Months Since      - 17  
Aircraft Type      - C-182

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 15065	Last 24 Hrs	- 1
Make/Model-	2337	Last 30 Days-	8
Instrument-	171	Last 90 Days-	16
Multi-Eng	- 3865		

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE ACFT LOST POWER SHORTLY AFTER TAKE-OFF & A FORCED LDG WAS MADE STRAIGHT AHEAD. THE ACFT FLIPPED INVERTED DURING THE LDG. POST ACCIDENT INSPECTION REVEALED THAT THE THROTTLE CABLE HAD FAILED.

Brief of Accident (Continued)

File No. - 771

7/09/89

KISSIMMEE, FL

A/C Reg. No. N6199B

Time (Lcl) - 1715 EDT

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

Finding(s)

1. THROTTLE/POWER LEVER, CABLE - FAILURE, TOTAL
  2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3            NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE CARBURETOR THROTTLE CABLE BECAUSE OF AN INADEQUATE ANNUAL INSPECTION CONDUCTED 4.6 FLIGHT HOURS  
AND ONE MONTH BEFORE THE ACCIDENT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 773      7/10/89      PAHOKEE, FL      A/C Reg. No. N4453      Time (Lcl) - 1815 EDT

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

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

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

Make/Model	- GRUMMAN G-44	Eng Make/Model	- LYCOMING R-680-13	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 4525	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 5	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	UNK/NR
Method	DELRAY BEACH, 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	- WATER
Obstructions to Vision	- FULL STOP	Runway Status
Precipitation		- WATER - CHOPPY
Condition of Light		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 6200
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 13	Make/Model - 40
HELICOPTER	Aircraft Type - MU-2	Instrument - 524
		Multi-Eng - 4250
		Last 24 Hrs - 5
		Last 30 Days - 30
		Last 90 Days - 80
		Rotorcraft - 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE HAD COMPLETED 2 T.O.& LDGS WHILE KEEPING THE ACFT ON THE STEP. AFTER THE 3RD LDG, WHILE TRANSITIONING FROM STEP TAXI TO PLOW TAXI, THE PLT STATED HE THOUGHT HE STRUCK A "MUD BANK." THIS CAUSED THE RT WING TO BE RAISED TO A POINT WHERE THERE WAS INSUFFICIENT AILERON TO KEEP THE LT FLOAT OUT OF THE WATER. HE STATED THE ACFT VEERED LT, THEN FLIPPED UP-SIDE DOWN IN ABOUT 18 INCHES OF WATER, TEARING OFF A SECTION OF THE RT WING. LOCAL LAW PERSONNEL STATED THE WATER IS ABOUT 18 INCHES DEEP IN ALL DIRECTION FOR OVER A MILE FROM THE CRASH SITE AND THERE ARE NO "MUD BANKS" OR OTHER OBSTRUCTIONS. HE STATED THERE ARE SOME "HOLES" WHERE THE DEPTH INCREASES, BUT NO SHALLOWER AREAS. THE PLT STATED THERE WERE NO MECHANICAL PROBLEMS WITH THE ACFT PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 773

7/10/89

PAHOKEE, FL

A/C Reg. No. N4453

Time (Lc1) - 1815 EDT

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

Finding(s)

1. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
  2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

3. WATER LOOP/SWERVE - INADVERTENT -
- 

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 PILOT'S INADVERTENT LOSS OF AIRPLANE CONTROL, WHILE ON THE WATER, WHICH RESULTED IN A SWERVE AND SUBSEQUENT  
ACCIDENT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 787      7/11/89      MIAMI LAKES, FL      A/C Reg. No. N69224      Time (Lcl) - 2014 EDT

-----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
Accident Occurred During -LANDING			0	0	0
					None
					2
					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	OPA LOCKA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 120/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - NIGHT(DARK)		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 4400
SE LAND, ME LAND	Months Since - 7	Make/Model- 2500
HELICOPTER	Aircraft Type - R-22	Instrument- 511
		Multi-Eng - 2012
		Last 24 Hrs - 2
		Last 30 Days- 30
		Last 90 Days- 60
		Rotorcraft - 329

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT STATED THAT HE ALLOWED THE FOREIGN RATED PRIVATE PILOT TO CONDUCT THE PREFLIGHT INSPECTION. AFTER 2 HOURS OF FLIGHT THE ENGINE FAILED AND THE INSTRUCTOR EXECUTED A FORCED LANDING TO A COW PASTURE WHERE THE ACFT NOSED OVER. POST ACCIDENT EXAMINATION REVEALED 8 OUNCES OF FUEL LEFT IN THE FUEL TANKS.

Brief of Accident (Continued)

File No. - 787

7/11/89

MIAMI LAKES, FL

A/C Reg. No. N69224

Time (Lcl) - 2014 EDT

-----  
Occurrence #1            LOSS OF ENGINE POWER  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND(CFI)
  3. COMPLACENCY - PILOT IN COMMAND(CFI)
  4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
- 

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

-----

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 PILOT TO VISUALLY INSPECT THE AIRPLANE FUEL TANKS DURING THE PREFLIGHT INSPECTION TO ASSURE  
ADEQUATE FUEL TO CONDUCT THE FLIGHT WAS AVAILABLE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 653      3/19/89      CHAMBLEE,GA      A/C Reg. No. N72253      Time (Lcl) - 1104 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	4
Accident Occurred During -LANDING					

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

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-550-B	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 - TELEPHONE	JACKSONVILLE,FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CHAMBLEE,GA	DEKALB-PEACH-TREE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 02R
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6000/ 100
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
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 - 32	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2100
SE LAND,ME LAND	Months Since - 21	Last 24 Hrs - 2
	Aircraft Type - A36	Make/Model- 700
		Last 30 Days- 10
		Instrument- UNK/NR
		Last 90 Days- 25
		Multi-Eng - 205
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AND AN ATC TWR CONTROLLER STATED THE LANDING GEAR WAS DOWN DURING FINAL APCH. THE CONTROLLER SAID THE ACFT TOUCHED DOWN NEAR THE APRCH THRESHOLD, ROLLED APRX 1,700 FT AND THE RIGHT MAIN GEAR COLLAPSED. POST ACCIDENT INSPECTION REVEALED THE LANDING GEAR EXTENDED WITHOUT DIFFICULTY USING THE ACFT ELECTRICAL SYSTEM BUT WOULD NOT RETRACT BECAUSE OF IMPACT DAMAGE. LATERAL SCRAPE MARKS WERE ALSO FOUND ON THE LEFT MAIN TIRE. THE LANDING GEAR HANDLE IN THIS ACFT IS LOCATED IN THE CONVENTIONAL POSITION, TO THE LEFT OF THE THROTTLE.



Brief of Accident (Continued)

File No. - 653

3/19/89

CHAMBLEE,GA

A/C Reg. No. N72253

Time (Lc1) - 1104 EST

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

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
  2.        INATTENTIVE - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE INATTENTION OF THE PILOT WHICH RESULTED IN THE INADVERTENT RETRACTION OF THE LANDING GEAR DURING THE LANDING ROLL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 728      4/06/89      LUTHERSVILLE,GA      A/C Reg. No. N5458B      Time (Lcl) - 1600 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model      - CESSNA 182  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2550  
No. of Seats      - 2

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

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

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

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR

Basic Weather      - VMC

Wind Dir/Speed- 310/010 KTS  
Visibility      - 25.0 SM  
Lowest Sky/Clouds      - 3000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
HUNTSVILLE,AL  
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

FLYING N  
Runway Ident      - 16  
Runway Lth/Wid      - 3000/ 50  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 26

Biennial Flight Review

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

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

Total	- 900	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- 25	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE LONG SLOW DESCENT & OVERFLIGHT OF AIRSTRIP TO ENSURE NO ONE WAS ON RWY. HE WAS FLYING A LOOSE RIGHT ECHELON FORMATION WITH ANOTHER ACFT. AT THE END OF THE RWY THE LEAD ACFT TURNED LEFT & CLIMBED TO ENTER DOWNWIND. THE ACCIDENT ACFT TURNED RIGHT, CLIMBED, THEN TURNED LEFT TO ENTER A LEFT DOWNWIND. AS POWER WAS APPLIED THE PLT RPTD HE HAD A PROBLEM, WHICH HE DID NOT SPECIFY. THE ACFT CONTINUED IN A LEFT WING DOWN, MODERATELY STEEP DESCENT TO IMPACT WITH TREES & THE GROUND. THE ACFT CAUGHT FIRE AFTER IMPACT & BURNED. PROP DAMAGE DEMONSTRATED ENGINE WAS NOT AT HIGH POWER SETTING. THE ENGINE WAS LATER RUN IN A TEST CELL AT NEAR SPECIFICATION POWER. THE SPARK PLUGS WERE SOOTED INDICATING A RICH MIXTURE. CONDITIONS WERE SUITABLE FOR LIGHT CARB ICE WITH AVGAS. THE ACFT USED AUTOGAS WHICH ALLOWS CARB ICE SOONER & AT HIGHER TEMPS. CARB HEAT WAS IN THE COLD/OFF POSITION. CARB ICE FORMED WHICH RESTRICTED AIRFLOW & RESULTED IN OVERLY RICH MIXTURE PRECLUDING POWER INCREASE. THE PLT DID NOT EXTEND FLAPS OR SLOW AIRPLANE PRIOR TO TREE IMPACT.

Brief of Accident (Continued)

File No. - 728

4/06/89

LUTHERSVILLE,GA

A/C Reg. No. N5458B

Time (Lcl) - 1600 EDT

Occurrence #1        LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. INFORMATION UNAVAILABLE - PILOT IN COMMAND
3. INSUFFICIENT STANDARDS/REQUIREMENTS - FAA(ORGANIZATION)
4. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

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

Finding(s)

5. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
6. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
7. OBJECT - TREE(S)

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

Occurrence #4        FIRE  
Phase of Operation    STANDING

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
PILOT'S FAILURE TO TAKE ACTION THAT WOULD PREVENT THE FORMATION OF CARBURETOR ICE. FOLLOWING THE ENGINE MALFUNCTION,  
THE PILOT DID NOT CONFIGURE THE AIRPLANE SO AS TO REDUCE THE SEVERITY OF THE IMPACT, I.E. EXTEND THE FLAPS AND SLOW  
THE AIRPLANE. CONTRIBUTING TO THE ACCIDENT WAS THE LACK OF A REQUIREMENT BY THE FAA FOR THE AUTOGAS STC HOLDER TO  
PUBLISH CARBURETOR ICING PROBABILITY INFORMATION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 631      4/22/89      MACON, GA      A/C Reg. No. N6613A      Time (Lcl) - 1248 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Oper. on -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 A36	Eng Make/Model - CONTINENTAL IO-540-BB	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 - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	GAINESVILLE, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ATLANTA, GA	LEWIS B. WILSON
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6501/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1251
SE LAND	Months Since - 21	Make/Model- 481
	Aircraft Type - BE-36	Instrument- 228
		Last 24 Hrs - 0
		Last 30 Days- 20
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PIC NOTED AMMETER INDICATED DISCHARGE DURING FLT. HE DECLINED TO DIVERT & LAND TO ASSESS MALFUNCTION UNTIL TOTAL LOSS OF ELECTRICAL POWER. LDG GEAR EXTENDED NORMALLY AT BEGINNING OF DESCENT FROM 6000 FT. USING HAND HELD RADIO PIC ASKED TWR CONTROLLER TO EXAMINE LDG GEAR WHO RPTD IT WAS DOWN. MANUAL EXTENSION WAS NOT DONE IAW FLIGHT MANUAL EMER PROCEDURES. AFTER FLY BY OIL PRESS GAGE WENT TO ZERO. PIC DECIDED TO LAND IMMEDIATELY, NOSE & RT MAIN GEAR COLLAPSED ON TOUCHDOWN.

Brief of Accident (Continued)

File No. - 631

4/22/89

MACON, GA

A/C Reg. No. N6613A

Time (Lcl) - 1248 EDT

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

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL
2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED  
Phase of Operation LANDING

Finding(s)

4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. SELF-INDUCED PRESSURE - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT DELAYED REMEDIAL ACTION WHEN THE IMMINENT LOSS OF ELECTRICAL POWER WAS OBSERVED. ADDITIONALLY, THE PILOT'S FAILURE TO EXECUTE THE APPROPRIATE EMERGENCY PROCEDURE AND MANUALLY LOWER THE LANDING GEAR, RESULTED IN ITS COLLAPSE UPON LANDING. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S LACK OF KNOWLEDGE REGARDING THE POWER SOURCE FOR THE AIRPLANE INSTRUMENTATION. WHEN CONFRONTED WITH THE ZERO OIL PRESSURE INDICATION THE PILOT'S SELF INDUCED PRESSURE PRECIPITATED AN UNNECESSARY HURRIED LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 783      10/10/89      HIGH ISLAND 474,GM      A/C Reg. No. N3889W      Time (Lcl) - 1229 CDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-AIR LOGISTICS, INCORPORAT	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	0	0
Accident Occurred During	-TAKEOFF							

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

Make/Model	- BELL 206B-III	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 420 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HIGH ISLAND A-474-A
Wind Dir/Speed- 080/015 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - METAL/WOOD
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 5313	Last 24 Hrs - UNK/NR
	Months Since - 7	Make/Model- 1354	Last 30 Days- 81
HELICOPTER	Aircraft Type - 206BIII	Instrument- 19	Last 90 Days- 244
		Multi-Eng - 0	

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT ATTEMPTED TO MAKE A TAKEOFF WITH THE AIRCRAFT STILL PARTIALLY TIED TO THE DRILLING RIG PLATFORM. ONE TIE-DOWN STRAP WAS STILL ATTACHED TO THE REAR OF THE AIRCRAFT. THE HELICOPTER LIFTED OFF, AND THE PILOT STARTED A PEDAL TURN TO GAIN THE WIND ADVANTAGE. THE HELICOPTER ROLLED RAPIDLY TO THE RIGHT. THE MAIN ROTOR STRUCK THE DECK, AND THE HELICOPTER ENDED UP ON ITS RIGHT SIDE.

Brief of Accident (Continued)

File No. - 783

10/10/89

HIGH ISLAND 474,GM

A/C Reg. No. N3889W

Time (Lc1) - 1229 CDT

Occurrence #1 ROLL OVER  
Phase of Operation TAKEOFF

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. TIE DOWN - NOT CORRECTED -

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S ATTEMPTED TAKEOFF WITH ONE TIE-DOWN STRAP STILL ATTACHED TO THE HELICOPTER WHICH RESULTED FROM AN INADEQUATE  
PREFLIGHT INSPECTION OF THE AIRCRAFT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 790      6/11/89      WAIPIO VALLEY, HI      A/C Reg. No. N34AP      Time (Lcl) - 1330 HST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-SCENIC AIR TOURS HAWAII	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	1	Serious	0	Injuries
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	10	0	Minor	0	None
Accident Occurred During	-MANEUVERING							

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

Make/Model	- BEECH H18	Eng Make/Model	- P&W R-985-AN-14B	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 11	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	OFF AIRPORT/STRIP	
Method	- TELEPHONE		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- CALM	Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Runway Status	- N/A
Lowest Ceiling	- NONE		
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI, FLT ENG	Current - YES	Total - 3500	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 3	Make/Model - 305	Last 30 Days - 85
	Aircraft Type - H18	Instrument - 240	Last 90 Days - 250
		Multi-Eng - 2000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SCENIC AIR TOURS FLT 21 (BEECH H18, N34AP) WAS ON AN AIR TAXI, SIGHTSEEING FLT FROM HILO TO KAHULUI, HI. THE PLT TOOK OFF AT APRX 1300 HST. AFTER TAKEOFF, FLT 21 PROCEEDED NW ALONG THE COASTLINE AT AN ALT OF ABOUT 2000 FT. THE ACFT SUBSEQUENTLY CRASHED IN A SCENIC CANYON AREA NEAR A WATERFALL IN WAIPIO VALLEY, APRX 50 MI NE OF HILO. IMPACT OCCURRED AT AN ELEVATION OF ABOUT 2800 FT, APRX 600 TO 900 FT BELOW THE RIM. NO PREIMPACT MECHANICAL PROBLEM OF THE ACFT OR ENGS WAS FOUND. A PASSENGER, WHO WAS ON A PREVIOUS SIGHTSEEING FLT, RPRTD THE PLT HAD MANUEVERED BELOW THE RIM OF A CANYON. COMPANY OFFICIALS RPRTD THAT FLYING BELOW RIMS OF CANYONS WAS AGAINST COMPANY POLICY; HOWEVER, THE OPNS MANUAL DID NOT CONTAIN ANY GUIDANCE OR CAUTIONS ABOUT SUCH OPNS.



Brief of Accident (Continued)

File No. - 790

6/11/89

WAIPIO VALLEY, HI

A/C Reg. No. N34AP

Time (Lcl) - 1330 HST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. TERRAIN CONDITION - BOX CANYON
4. TERRAIN CONDITION - RISING
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - COMPANY/OPERATOR MANAGEMENT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S IMPROPER IN-FLIGHT PLANNING/DECISION TO MANEUVER WITH INSUFFICIENT ALTITUDE OVER OR IN A  
A CANYON AREA. FACTORS RELATED TO THE ACCIDENT WERE: THE TERRAIN CONDITIONS AND SCENIC AIR TOUR'S LACK  
OF SPECIFIC DIRECTION TO ITS PILOTS CONCERNING SAFETY PROCEDURES FOR SIGHTSEEING FLIGHTS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 655      6/18/89      KALAUPAPA, HI      A/C Reg. No. N88ME      Time (Lcl) - 1422 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model      - AMERICAN AA-1C  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1560  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235-L2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 115 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- 060/009 KTS  
Visibility      - 25.0 SM  
Lowest Sky/Clouds      - 1300 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
HONOLULU, HI  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 39  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 280  
Make/Model- 16  
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 AIRCRAFT WAS OBSERVED TO ABORT AN ATTEMPT TO LAND ON RUNWAY 23 AND ENTER A LOW, LEFT HAND PATTERN FOR ANOTHER ATTEMPT. THE WINDS WERE FAVORING RUNWAY 5 AT NINE KNOTS GUSTING TO TWENTY TWO KNOTS. WITNESSES DESCRIBED THE PATTERN AND APPROACH AS LOW AND UNSTABLE. ON FINAL APPROACH THE AIRCRAFT WAS REPORTED TO HAVE SUDDENLY ROCKED BACK AND FORTH AND THEN DISAPPEARED INTO THE OCEAN SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 655

6/18/89

KALAUPAPA, HI

A/C Reg. No. N88ME

Time (Lcl) - 1422 HST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - HIGH WIND
3.    AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO MAINTAIN SUFFICIENT AIRSPEED TO PREVENT A STALL FROM WHICH THERE WAS INSUFFICIENT ALTITUDE  
TO RECOVER.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 637      6/28/89      HALEIWA, OAHU, HI      A/C Reg. No. N2059T      Time (Lcl) - 1800 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

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

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

Make/Model      - SCHWEIZER SGS 2-33A  
Landing Gear      - HULL  
Max Gross Wt      - 1040  
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  
HALEIWA, OAHU, HI  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 045/015 KTS  
Visibility      - 30.0      SM  
Lowest Sky/Clouds      - 4000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAWN

ATC/Airspace

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

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

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

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

Age - 22  
Biennial Flight Review  
Current      - YES  
Months Since      - 0  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR  
Flight Time (Hours)  
Total      - 318  
Make/Model- UNK/NR  
Instrument- 0

Last 24 Hrs - 3  
Last 30 Days- 36  
Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS SOARING ALONG A RIDGE AND WAS ATTEMPTING TO MAINTAIN AT LEAST 330' AGL. HE SAID THAT HE ENCOUNTERED A STRONG DOWNDRAFT AND WAS UNABLE TO MAINTAIN ALTITUDE AND CRASHED INTO THE TREES.

Brief of Accident (Continued)

File No. - 637

6/28/89

HALEIWA, OAHU, HI

A/C Reg. No. N2059T

Time (Lcl) - 1800 HST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation CRUISE - NORMAL

Finding(s)

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

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO ADEQUATELY COMPENSATE FOR WIND CONDITIONS AND THE FAILURE TO MAINTAIN SUFFICIENT ALTITUDE TO  
CLEAR OBSTACLES. CONTRIBUTING TO THE ACCIDENT WERE THE DOWNDRAFTS ALONG THE RIDGE LINE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 602      7/24/89      KALAPANA, HI      A/C Reg. No. N58344      Time (Lcl) - 1415 HST

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

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

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

Make/Model	- HUGHES 269C	Eng Make/Model	- LYCOMING HIO-360-D1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2050	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 190 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	HILO, HI	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	Runway Lth/Wid
Visibility	Type of Flight Plan	Runway Surface
Lowest Sky/Clouds	Type of Clearance	Runway Status
Lowest Ceiling	Type Apch/Lndg	
Obstructions to Vision		
Precipitation		
Condition of Light		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 3059
SE LAND, ME LAND	Months Since - 4	Make/Model - 248
HELICOPTER	Aircraft Type - H-269C	Instrument - UNK/NR
		Multi-Eng - 625
		Last 24 Hrs - 0
		Last 30 Days - 78
		Last 90 Days - 188
		Rotorcraft - 289

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXECUTED AN AUTOROTATION INTO HIGH VEGETATION AND TREES FOLLOWING AN ENGINE FAILURE. POST ACCIDENT EXAM OF THE ENGINE REVEALED THE NO. 2 CYLINDER EXHAUST VALVE FAILED. EXAMINATION OF THE ENGINE LOGBOOK REVEALED LYCOMING SERVICE BULLETIN 388A HAD NOT BEEN ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 602

7/24/89

KALAPANA, HI

A/C Reg. No. N58344

Time (Lcl) - 1415 HST

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - FAILURE, TOTAL
  2. MAINTENANCE, SERVICE BULLETINS - DISREGARDED - COMPANY MAINTENANCE PSNL
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
  5. OBJECT - TREE(S)
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE LOSS OF ENGINE POWER DUE TO THE FAILURE OF THE ENGINE EXHAUST VALVE IN THE NO. 2 CYLINDER AND THE DISREGARD OF  
THE LYCOMING SERVICE BULLETIN BY COMPANY MAINTENANCE PERSONNEL. CONTRIBUTING TO THE ACCIDENT WAS THE HIGH VEGETATION  
AND TREES LOCATED AT THE FORCED LANDING SITE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 765      7/27/89      HONOLULU, HI      A/C Reg. No. N2AC      Time (Lcl) - 0700 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
1  
0

None  
0  
0

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

Make/Model      - CESSNA 337H  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4630  
No. of Seats      - 2

Eng Make/Model - CONTINENTAL IO-360-G  
Number Engines - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 210 HP

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

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

Weather Data

Wx Briefing      - NWS  
Method      - IN PERSON  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- UNK/NR  
Visibility      - 30.0      SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 4000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
TARAWA

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)

ATP,CFI,FLT ENG  
SE LAND,ME LAND

Age - 44

Biennial Flight Review

Current      - YES  
Months Since      - 8  
Aircraft Type      - B-200

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 10000      Last 24 Hrs - 14  
Make/Model- UNK/NR      Last 30 Days- 23  
Instrument- UNK/NR      Last 90 Days- UNK/NR  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 6000 FEET MSL ENROUTE TO AUSTRALIA ON A FERRY FLIGHT, THE PILOT OF A CESSNA 337 EXPERIENCED SUDDEN AND SEVERE TURBULENCE WHICH CAUSED SUBSTANTIAL DAMAGE TO THE WINGS. DURING THE ENCOUNTER THE AIRCRAFT PITCHED UP THEN PITCHED DOWN TO A NEAR VERTICAL ATTITUDE. THE PILOT WAS UNBUCKLED AT THE TIME TO TUNE AN HF RADIO LOCATED BEHIND HIS SEAT. AFTER THE ENCOUNTER THE PILOT WAS ABLE TO REGAIN CONTROL OF THE AIRCRAFT AND HE RETURNED UNEVENTFULLY TO HONOLULU.



Brief of Accident (Continued)

File No. - 765

7/27/89

HONOLULU, HI

A/C Reg. No. N2AC

Time (Lcl) - 0700 HST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE IN CLOUDS
  2. WING - BENT
  3. SEAT BELT - DISCONTINUED - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
AN UNEXPECTED AND SUDDEN ENCOUNTER WITH SEVERE TURBULENCE WHILE THE AIRCRAFT WAS CRUISING OVER THE PACIFIC OCEAN IN  
CUMULUS CLOUD CONDITIONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 615      7/30/89      CEDAR RAPIDS, IA      A/C Reg. No. N1846L      Time (Lcl) - 1000 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - BEECH 58  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5400  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-WB  
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 - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - IMC  
Wind Dir/Speed- 070/011 KTS  
Visibility - 1.000 SM  
Lowest Sky/Clouds - N/A  
Lowest Ceiling - 200 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CEDAR RAPIDS, IA  
Destination  
OSHKOSH, WI

Airport Proximity  
ON AIRPORT

Airport Data

CEDAR RAPIDS  
Runway Ident - 31  
Runway Lth/Wid - 5450/ 150  
Runway Surface - ASPHALT  
Runway Status - WET

ATC/Airspace

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

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

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

Age - 41  
Biennial Flight Review  
Current - YES  
Months Since - 7  
Aircraft Type - BE-58

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1308  
Make/Model- 800  
Instrument- 212  
Multi-Eng - 917  
Last 24 Hrs - 1  
Last 30 Days- 9  
Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THAT ABOUT 15 MINUTES INTO AN IFR CROSS COUNTRY FLT, HE NOTICED OIL STREAMING FROM THE LEFT ENGINE, AND A LOW OIL PRESSURE INDICATION. REDUCTION OF POWER FAILED TO EFFECT THE LOW OIL PRESSURE, SO THE PILOT SHUT THE LEFT ENGINE DOWN AND RETURNED TO THE DEPARTURE AIRPORT. DURING THE IFR APPROACH, HE ENGAGED THE AUTO-PILOT IN ORDER TO GET AN APPROACH PLATE. THE A/P TRIMMED THE ACFT NOSE HIGH TO HOLD ALTITUDE RESULTING IN A STALL BUFFET. THE PLT MANAGED TO REGAIN CONTROL OF THE ACFT, AND WHEN HE MADE VISUAL CONTACT WITH THE AIRPORT, HE WAS NOT LINED UP WITH THE PROPER RUNWAY. HE ATTEMPTED TO MANEUVER TO THE INTENDED RUNWAY, BUT LANDED HARD ON THE GRASS LEFT OF THE RUNWAY. THE LANDING GEAR WAS TORN OFF THE ACFT AND BOTH PROPELLERS WERE DAMAGED. POST FLIGHT INVESTIGATION REVEALED A FAILED OIL SEAL ON THE LEFT ENGINE STARTER DRIVE ASSEMBLY.

Brief of Accident (Continued)

File No. - 615

7/30/89

CEDAR RAPIDS, IA

A/C Reg. No. N1846L

Time (Lcl) - 1000 CDT

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

Finding(s)

1. FLUID, OIL - LEAK
2. ENGINE ACCESSORIES, ENGINE STARTER - FAILURE, PARTIAL
3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. DIVERTED ATTENTION - PILOT IN COMMAND
6. AIRCRAFT CONTROL - EXCESSIVE - 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 IN COMMAND TO MAINTAIN ALIGNMENT WITH THE RUNWAY AND EXCESSIVE AIRCRAFT CONTROL IN CLOSE PROXIMITY TO THE GROUND. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S DIVERTED ATTENTION WHICH RESULTED FROM HAVING TO SHUT DOWN THE LEFT ENGINE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 718      8/22/89      LEON, IA      A/C Reg. No. N8AG      Time (Lcl) - 1330 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	1	0
					None
					0

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

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LEON, IA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WASHINGTON, IA	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 650
SE LAND	Months Since - 14	Make/Model- 49
	Aircraft Type - PA-32	Instrument- 55
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days- 8
		Last 90 Days- 25
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THAT SHORTLY AFTER TAKEOFF AT ABOUT 150 FEET AGL, THE ENGINE BEGAN TO LOSE POWER. UNABLE TO SUSTAIN FLIGHT, AN EMERGENCY LDG WAS ATTEMPTED WHICH RESULTED IN SUBSTANTIAL DAMAGE AND SERIOUS AND MINOR INJURIES TO THE OCCUPANTS. POST ACCIDENT INVESTIGATION REVEALED THE ENGINE'S AIR INDUCTION SYSTEM WAS PLUGGED WITH A FIELD MOUSE NEST, CAUSING ALMOST COMPLETE RESTRICTION OF THE ENGINE'S AIR INDUCTION SYSTEM. THERE WAS NO WAY TO VISUALLY IDENTIFY THE RESTRICTION DURING THE PREFLIGHT DUE TO THE LOCATION OF THE NEST. THE PLT SAID THE PRE-TAKEOFF RUNUP WAS SATISFACTORY, BUT HE THOUGHT THAT DURING THE TAKEOFF ON THE ROUGH PRIVATE STRIP, THE NEST BECAME DISLODGED AND WAS DRAWN FARTHER UP THE INDUCTION SYSTEM AND CARBURETOR CAUSING THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 718

8/22/89

LEON,IA

A/C Reg. No. N8AG

Time (Lc1) - 1330 CDT

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

Finding(s)

1. INDUCTION AIR CONTROL/SYSTEM - BLOCKED(PARTIAL)
  2. INDUCTION AIR CONTROL/SYSTEM - FOREIGN OBJECT
- 

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 - NONE SUITABLE
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
BLOCKAGE OF THE ENGINE AIR INDUCTION SYSTEM BY A FIELD MOUSE NEST. THE NEST WAS POSITIONED SO THAT IT COULD NOT BE  
SEEN DURING THE PRE-FLIGHT INSPECTION. IT BECAME DISLODGED DURING THE TAKEOFF ROLL ON THE ROUGH RUNWAY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 732

6/14/89

GOODING, ID

A/C Reg. No. N704AS

Time (Lcl) - 1600 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew Pass

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

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

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 25.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PENDELTON, OR  
Destination  
GOODING, ID

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 - TRAFFIC PATTERN  
FORCED LANDING

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

Pilot-In-Command

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

Age - 29

Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - C-172

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

Total	- 140	Last 24 Hrs -	4
Make/Model-	65	Last 30 Days-	4
Instrument-	3	Last 90 Days-	7
Multi-Eng -	0	Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PLT AND PASSENGER, DEPARTED SALEM, OR, ON AN EXTENDED CROSS COUNTRY FLT WITH AN INTENDED DESTINATION OF HAILEY, ID. SEVERAL EN ROUTE STOPS WERE MADE. WHILE ON AN APPROACH TO GOODING, ID, HIS LAST INTENDED STOP, THE ENG QUIT. DURING THE EMERGENCY DESCENT, THE ACFT STRUCK A POWER LINE AND CRASHED. AN FAA INSPECTOR AT THE CRASH SITE NOTED THAT THERE WAS NO FUEL LEAKING FROM THE FUEL TANKS. A POST CRASH EXAM OF THE ENG REVEALED NO EVIDENCE OF MECHANICAL MALFUNCTION OR FAILURE PRIOR TO THE WIRE STRIKE. THE ACFT HAD BEEN IN THE AIR FOR OVER 3 HOURS WITHOUT REFUELING. FUEL CONSUMPTION WAS CALCULATED TO BE 7.2 GPH DURING THE PREVIOUS FLIGHT. THE FUEL IN THE AIRPLANE AT THE LAST TAKEOFF AFTER FUELING WAS 22.5 GALS.

Brief of Accident (Continued)

File No. - 732

6/14/89

GOODING, ID

A/C Reg. No. N704AS

Time (Lcl) - 1600 MDT

-----  
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. REFUELING - NOT PERFORMED - PILOT IN COMMAND
  3. FLUID,FUEL - EXHAUSTION
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. OBJECT - WIRE,TRANSMISSION
- 

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

-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
IMPROPER INFLIGHT DECISION OF THE PILOT TO CONTINUE THE FLIGHT WITHOUT REFUELING WHICH RESULTED IN FUEL EXHAUSTION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 757      4/15/89      WEST CHICAGO, IL      A/C Reg. No. N93748      Time (Lcl) - 0851 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
DESTROYED

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - APPROACH

Fire  
NONE

Crew  
Pass

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

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

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

ELT Installed/Activated - YES-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- 230/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

DUPAGE  
Runway Ident - 28  
Runway Lth/Wid - 4000/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 33  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

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

Total	-	33	Last 24 Hrs -	1
Make/Model-	32		Last 30 Days-	5
Instrument-	0		Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT IN CESSNA 152 (N93748) WAS SEQUENCED TO LND BHND N97M AS BEECH 90 (N20) WAS AWAITING TKOF. AS N97M WAS LNDG, N20 WAS CLRD ON RWY TO HOLD & THE STUDENT WAS CLRD TO LND. 39 SEC LTR, N20 WAS CLRD FOR TKOF. SHORTLY THEREAFTER, N93748 STALLED AND CRASHED APRX 580' SHORT OF THE RWY. WITNESSES SAID THE STUDENT FLEW FM A CLOSE BASE TO A SHORT FINAL APCH, THEN MADE 2 OR 3 STEEP S-TURNS AT LOW SPEED, AS IF TO GET MORE SEPN BHND N20. TOWER SUPVSR (CIC) OBSERVED INADQT SEPN BUT TOOK NO ACTION TO CORRECT IT. WITNESSES SAID N20 WAS HOLDING ON THE RWY WHEN THE STUDENT BEGAN S-TURNING. BFR TKOF, THE PLT OF N93748 TOLD GND CTL SHE WAS A STUDENT. THIS INFO WAS NOT PASSED TO LCL CTLRS. LCL CTLR WAS IN TRNG. NEITHER HE NOR HIS INSTRUCTOR KNEW THE PLT OF N93748 WAS A STUDENT. AIM RCMDD STUDENT ID ON INITIAL CALL TO RDO FAC. BUT, ATC HNDBK DIDN'T REQUIRE INFO TO BE FWDD. FLAPS WERE FND AT 10 DEG; STUDENT WAS TRND TO USE FULL FLAPS AND USE S-TURNS ON FINAL FOR SPACING, AND TO RAISE FLAPS FULL UP FOR GO-ARND; POH RCMDD 20 DEG OF FLAPS UNTIL SAFE SPEED WAS OBTAINED.



Brief of Accident (Continued)

File No. - 757

4/15/89

WEST CHICAGO, IL

A/C Reg. No. N93748

Time (Lcl) - 0851 EDT

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

Finding(s)

1. CONTROL TOWER SERVICE - INADEQUATE - ATC PSNL(LCL/GND/CLNC)
  2. VISUAL SEPARATION - INADEQUATE - ATC PSNL(LCL/GND/CLNC)
  3. SUPERVISION - IMPROPER - ATC PERSONNEL(SUPERVISOR)
  4. MANEUVER - IMPROPER - PILOT IN COMMAND
  5. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
  6.        IMPROPER TRAINING - FLIGHT INSTRUCTOR(ON GROUND)
  7.        LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  9. 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:  
IMPROPER INSTRUCTION BY THE STUDENT'S FLIGHT INSTRUCTOR REGARDING THE EXECUTION OF S-TURNS ON FINAL APPROACH TO INCREASE SPACING AND THE RETRACTION OF FLAPS FULLY WHEN EXECUTING A GO-AROUND AND THE FAILURE OF THE STUDENT PILOT TO MAINTAIN ADEQUATE FLYING SPEED WHILE MAKING STEEP S-TURNS ON FINAL APPROACH. CONTRIBUTING FACTORS WERE: INADEQUATE ATC CONTROL TOWER SERVICE AND TRAFFIC SEPARATION, IMPROPER SUPERVISION IN THE TOWER, AND INEXPERIENCE OF THE STUDENT PILOT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 746      5/29/89      FRANKFORT, IL      A/C Reg. No. N4980J      Time (Lcl) - 1815 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -GO-AROUND (VFR)

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
1  
1

None  
0  
0

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

Make/Model      - PIPER PA28R-180  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2500  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-360-B1E  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 180 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - IN PERSON  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 200/012 KTS  
Visibility      - 5.0 SM  
Lowest Sky/Clouds      - 3000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CAPE GIRARDEAU, MO  
Destination  
FRANKFORT, IL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data  
FRANKFORT

Runway Ident      - 09  
Runway Lth/Wid      - 3176/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 50  
Biennial Flight Review  
Current      - YES  
Months Since      - 16  
Aircraft Type - PA28161

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

Total      - 259  
Make/Model- 57  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- 19  
Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHILE HE WAS ATTEMPTING TO LAND WITH A RIGHT QUARTERING HEADWIND, THE WIND SHIFTED TO A RIGHT QUARTERING TAILWIND AND STARTED TO GUST. THE AIRCRAFT STARTED TO DRIFT TO THE LEFT, TOWARDS SOME PARKED AIRPLANES AND HANGARS, SO THE PILOT ELECTED TO PERFORM A GO-AROUND. WHILE THE PILOT WAS ATTEMPTING TO CLIMB OUT AND CLEAR THE HANGARS, THE AIRCRAFT CONTINUED TO DRIFT TO THE LEFT. THE LEFT WING STRUCK A HANGAR, THE RIGHT WING STRUCK THE GROUND, AND THE AIRCRAFT NOSED INTO THE GROUND.

Brief of Accident (Continued)

File No. - 746

5/29/89

FRANKFORT, IL

A/C Reg. No. N4980J

Time (Lcl) - 1815 CDT

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. WEATHER CONDITION - GUSTS
4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - AIRPORT FACILITY

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:  
PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL WHILE ATTEMPTING TO LAND IN CROSS/TAILWIND CONDITIONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 745      7/23/89      METROPOLIS,IL      A/C Reg. No. N332HM      Time (Lcl) - 1430 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF - INITIAL CLIMB

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

Make/Model - GLOBE SWIFT GC-1B

Landing Gear - TAILWHEEL-RETRACTABLE MAINS

Max Gross Wt - 1710

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-300-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 145 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 100/008 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 3400 FT SCATTERED

Lowest Ceiling - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

METROPOLIS,IL

Destination

BELLEVILLE,IL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

METROPOLIS

Runway Ident - 18

Runway Lth/Wid - 3000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 55

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - J-3

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1400

Make/Model- 153

Instrument- 10

Last 24 Hrs - UNK/NR

Last 30 Days- 28

Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING A TAKEOFF ON A SOUTHBOUND RUNWAY, WITH A 5 TO 10 KNOT LEFT CROSSWIND, THE PILOT ALLOWED THE AIRCRAFT TO LIFT OFF PREMATURELY. ONE WITNESS STATED THAT THE LIFT-OFF WAS ABRUPT, AND ESTIMATED THAT THE AIRCRAFT NEVER CLIMBED ABOVE 6 TO 8 FEET ABOVE THE GROUND. BOTH WITNESS AND PILOT REPORTED THAT THE AIRCRAFT WAS DRIFTING TO THE RIGHT, AND AS SOON AS THE LANDING GEAR WAS RETRACTED, THE AIRCRAFT SETTLED TO THE GROUND ON THE RIGHT SIDE OF THE RUNWAY. THE AIRCRAFT COLLIDED WITH TWO RUNWAY LIGHTS AS IT STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 745

7/23/89

METROPOLIS, IL

A/C Reg. No. N332HM

Time (Lcl) - 1430 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. AIRCRAFT HANDLING - ABRUPT - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
5. GEAR RETRACTION - PREMATURE - PILOT IN COMMAND
6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
7. CLIMB - NOT POSSIBLE -

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

Finding(s)

8. TERRAIN CONDITION - GRASS
9. TERRAIN CONDITION - GROUND
10. OBJECT - RUNWAY LIGHT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
PILOT'S FAILURE TO ADHERE TO PROCEDURES AND ENSURE THE AIRCRAFT HAD SUFFICIENT AIRSPEED BEFORE ATTEMPTING ROTATION AND CLIMBOUT. AIRSPEED WAS INADEQUATE TO MAINTAIN FLIGHT, AND JUST AFTER THE LANDING GEAR WAS RETRACTED THE AIRCRAFT SETTLED TO THE GROUND.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 650      3/22/89      SELLERSBURG, IN      A/C Reg. No. N5228Q      Time (Lcl) - 1015 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - 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 150L  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 090/015 KTS  
Visibility - 8.0 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

CLARK COUNTY  
Runway Ident - 36  
Runway Lth/Wid - 5500/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 44  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 23  
Make/Model- 22  
Instrument- 0  
Last 24 Hrs - 0  
Last 30 Days- 5  
Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SECOND LANDING ATTEMPT FOLLOWING A GO-AROUND THE STUDENT PILOT ALLOWED THE AIRPLANE TO DRIFT OFF THE LEFT EDGE OF THE RUNWAY SURFACE AS HE TOUCHED DOWN. THE AIRPLANE NOSED OVER IN THE SOFT TERRAIN. HE ABORTED HIS FIRST ATTEMPT WHEN HE ENCOUNTERED GUSTY WIND CONDITIONS OVER THE RUNWAY AND CLOSE TO THE SURFACE.

Brief of Accident (Continued)

File No. - 650

3/22/89

SELLERSBURG, IN

A/C Reg. No. N5228Q

Time (Lcl) - 1015 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE
6. PERFORMANCE DATA - EXCEEDED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE STUDENT PILOT TO CONTROL THE AIRPLANE DURING THE LANDING FLARE AND TOUCHDOWN. THE STUDENT PILOTS  
LACK OF EXPERIENCE AND GUSTY CROSSWINDS ARE CONTRIBUTING FACTORS TO THE ACCIDENT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 643      4/15/89      GRIFFITH, IN      A/C Reg. No. N9223T      Time (Lcl) - 1520 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	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 - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GRIFFITH, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GRIFFITH
Wind Dir/Speed- 030/010 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-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 - 3
	Aircraft Type - N/A	Make/Model- 21
		Last 30 Days- 3
		Instrument- 0
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

UPON HIS RETURN FROM THE PRACTICE AREA, THE STUDENT PILOT ATTEMPTED TO PERFORM A FULL STOP LANDING ON RUNWAY 8 AT GRIFFITH, INDIANA. THE WIND WAS REPORTED TO BE 030 DEGREES AT 10 KNOTS BY A WEATHER OBSERVATION FACILITY LOCATED 6 NM NORTH OF THE ACCIDENT AIRPORT. ON THE FIRST TWO ATTEMPTS, THE STUDENT PILOT ELECTED TO GO-AROUND BECAUSE HE WAS DRIFTING TO THE RIGHT OF THE RUNWAY. ON THE THIRD ATTEMPT TO LAND, THE PILOT REPORTED THAT HE WAS USING PROPER CROSSWIND CORRECTIONS, AND FELT THE AIRCRAFT WAS ALIGNED WITH THE RUNWAY. WHEN THE AIRCRAFT TOUCHED DOWN IT VEERED OFF THE RUNWAY INTO A SANDY AREA, WHERE IT NOSED OVER.



Brief of Accident (Continued)

File No. - 643

4/15/89

GRIFFITH, IN

A/C Reg. No. N9223T

Time (Lcl) - 1520 EDT

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

Finding(s)

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

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

5.      TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE STUDENT PILOT'S FAILURE TO COMPENSATE FOR THE CROSSWIND CONDITION AND MAINTAIN DIRECTIONAL CONTROL DURING THE  
LANDING. THE AIRPLANE DEPARTED THE RUNWAY AND NOSED OVER IN SOFT TERRAIN. CONTRIBUTING TO THE ACCIDENT WAS THE  
STUDENT'S LACK OF RECENT EXPERIENCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 748      4/21/89      BRAZIL, IN      A/C Reg. No. N2601A      Time (Lcl) - 2220 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FT. PAYNE, AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CLAY COUNTY
Wind Dir/Speed- 110/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2940/ 40
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 69	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 6000
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 4
		Last 30 Days- 4
		Instrument- 400
		Last 90 Days- 14
		Multi-Eng - 1000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ELECTED TO CONDUCT HIS FINAL APPROACH AT A LOWER ALTITUDE FROM THE GROUND THAN DURING HIS PREVIOUS LANDING AT ANOTHER AIRPORT ON THIS DAY DUE TO THE PREVIOUS APPROACH RESULTING IN A LONG LANDING. THE APPROACH WAS ON A DARK NIGHT AND THE AIRCRAFT STRUCK TREES SHORT OF THE RUNWAY FOLLOWED BY AN UNCONTROLLED DESCENT INTO THE TERRAIN. THE PILOT SUSTAINED SERIOUS INJURIES, HOWEVER HIS PASSENGER REPORTED NO INJURIES.

Brief of Accident (Continued)

File No. - 748

4/21/89

BRAZIL, IN

A/C Reg. No. N2601A

Time (Lc1) - 2220 EST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. DESCENT - MISJUDGED - PILOT IN COMMAND
  3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. LEVEL OFF - NOT ATTAINED - PILOT IN COMMAND
  5. OBJECT - TREE(S)
  6. PROPER GLIDEPATH - NOT USED - PILOT IN COMMAND
  7. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FAILURE TO ESTABLISH A PROPER GLIDEPATH. CONTRIBUTING TO THE ACCIDENT WAS THE DARK NIGHT CONDITION, THE PILOT'S  
OVERCONFIDENCE IN HIS PERSONAL ABILITY, AND HIS LACK OF FAMILIARITY WITH THE AIRPLANE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 726      4/23/89      WELLSVILLE,KS      A/C Reg. No. N4315J      Time (Lcl) - 1700 CDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 140 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TOPEKA,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OSAWATOMIE,KS	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 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 - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 143
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 143
		Instrument- 0
		Last 30 Days- 14
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED A GO-AROUND AFTER INITIATING A DOWNWIND APPROACH TO LAND. THE AIRCRAFT ENGINE LOST POWER DURING THE INITIAL CLIMB OF THE GO-AROUND. THE PILOT ATTEMPTED TO TURN BACK TOWARD THE RUNWAY TO EXECUTE A FORCED LANDING. THE AIRCRAFT IMPACTED IN A FIELD APPROXIMATELY 1,056 FEET SHORT OF THE RUNWAY. EXISTING METEOROLOGICAL CONDITIONS WERE CONDUCIVE TO CARBURETOR ICING. THE PILOT STATED THAT THE ENGINE HAD QUIT TWO TIMES AFTER ENTERING THE LANDING PATTERN. ON BOTH OCCASIONS THE PILOT WAS ABLE TO RESTART THE ENGINE. AN EYEWITNESS STATED THAT HE OBSERVED THE AIRCRAFT WITHIN THIRTY FEET OF HIS POSITION AT AN ALTITUDE OF APPROXIMATELY 2 TO 3 FEET OFF THE GRASS RUNWAY IN A LANDING ATTITUDE. THE ENGINE WAS SUCCESSFULLY RUN AFTER REPLACING THE CARBURETOR AND FUEL STRAINER.

Brief of Accident (Continued)

File No. - 726

4/23/89

WELLSVILLE,KS

A/C Reg. No. N4315J

Time (Lc1) - 1700 CDT

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR - ICE
  2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
- 

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

Finding(s)

6. TERRAIN CONDITION - GROUND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT TO USE CARBURETOR HEAT DURING THE DESCENT FOR LANDING WHICH RESULTED IN A LOSS OF ENGINE  
POWER AT A CRITICAL TIME IN FLIGHT, A GO-AROUND.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 717      6/18/89      CLAYTON,KS      A/C Reg. No. N8846L      Time (Lcl) - 1445 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	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 -DESCENT					

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

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2C5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NORCATUR,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CLAYTON,KS	Runway Ident - N/A
Wind Dir/Speed- VARIABLE/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2648
SE LAND,ME LAND	Months Since - 24	Make/Model- 244
	Aircraft Type - PA-25	Instrument- 76
		Multi-Eng - 93
		Last 24 Hrs - 14
		Last 30 Days- 20
		Last 90 Days- 20
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD BEEN CONDUCTING SWATH RUNS IN AN AGRICULTURAL SPRAY OPERATION. HE WAS MAKING A PROCEDURE TURN-AROUND TO FINISH UP THE FIELD WITH THE REMAINING CHEMICAL. ABOUT HALF-WAY THRU THE TURN THE PILOT REPORTEDLY ENCOUNTERED UNFAVORABLE WIND CONDITIONS WHICH RESULTED IN A LOSS OF ALTITUDE AND IMPACT WITH RISING TERRAIN. THE PILOT REPORTED CHANGING WINDS AND DOWNDRAFTS IN THE AREA DURING THE SWATH RUNS. OFFICAL WX RECORDS WERE NOT AVAILABLE TO CONFIRM THE WIND CONDITIONS. NO MECHANICAL DEFICIENCY WAS NOTED WITH THE AIRPLANE DURING POST ACCIDENT EXAM.

Brief of Accident (Continued)

File No. - 717

6/18/89

CLAYTON,KS

A/C Reg. No. N8846L

Time (Lc1) - 1445 CDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - RISING
4. 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 COMPENSATE FOR THE UNFAVORABLE WIND CONDITIONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 689      5/23/89      OAK GROVE, LA      A/C Reg. No. N8699H      Time (Lcl) - 0800 CDT

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

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

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

Make/Model      - SCHWEIZER (GRUMMAN) G-164A	Eng Make/Model      - P&W R-985-AN1	ELT Installed/Activated      - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 4200	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 1	Rated Power      - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method      - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	PRIVATE STRIP
Wind Dir/Speed- 240/006 KTS	ATC/Airspace	Runway Ident      - 09
Visibility      - 7.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 3000/ 70
Lowest Sky/Clouds      - 2500 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - GRASS/TURF
Lowest Ceiling      - NONE	Type Apch/Lndg      - NONE	Runway Status      - WET
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age      - 34	Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 3375
SE LAND	Months Since      - 15	Make/Model- 1353
	Aircraft Type      - CE-175	Instrument- 11
		Multi-Eng      - 0
		Last 24 Hrs      - 4
		Last 30 Days- 30
		Last 90 Days- 46
		Rotorcraft      - 0

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT SAID HE HAD LANDED ON THE AIRSTRIP 30 MINUTES PRIOR TO THE ACCIDENT AND HAD FOUND NOTHING ABNORMAL ABOUT THE RUNWAY CONDITION. AFTER LOADING 1,300 POUNDS OF CHEMICALS, HE STARTED A TAKEOFF FROM THE WEST END. APPROXIMATELY 400 FEET LATER, THE MAIN GEAR WHEELS BOGGED IN THE MUD, THE NOSE VEERED SLIGHTLY LEFT, THE AIRPLANE TIPPED UP ON ITS NOSE AND FLIPPED FORWARD TO THE INVERTED POSITION.



Brief of Accident (Continued)

File No. - 689

5/23/89

OAK GROVE, LA

A/C Reg. No. N8699H

Time (Lcl) - 0800 CDT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
2. PLANNING-DECISION - NOT PERFORMED - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WATER
4. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
6. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
7. WEATHER CONDITION - TAILWIND

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

Occurrence #3      NOSE OVER  
Phase of Operation      TAKEOFF - GROUND RUN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT FAILED TO PERFORM ADEQUATE PRELIGHT PLANNING/PREPARATION BEFORE ATTEMPTING A TAKEOFF BY FAILING TO ASSURE  
THE RUNWAY CONDITION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 691      5/29/89      GUEYDAN, LA      A/C Reg. No. N5267      Time (Lcl) - 0725 CDT

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

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

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TV/RADIO	KAPLAN, LA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 200/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 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 - NONE	
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)
COMMERCIAL	Current - YES	Total - 5000
SE LAND	Months Since - 15	Make/Model- 2000
	Aircraft Type - C-150	Instrument- 0
		Multi-Eng - 80
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE WAS BEING UTILIZED AS AN AERIAL APPLICATION AIRPLANE AND WAS SPRAYING A FIELD WITH CHEMICALS WHEN IT FLEW STRAIGHT INTO HIGH VOLTAGE POWER LINES. IT BOUNCED BACK FROM THE LINES AND FELL TO THE GROUND. THE PILOT DOES NOT REMEMBER THE ACCIDENT OR THE CIRCUMSTANCES LEADING TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 691

5/29/89

GUEYDAN, LA

A/C Reg. No. N5267

Time (Lc1) - 0725 CDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
  2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
VISUAL LOOKOUT WAS NOT MAINTAINED BY THE PILOT IN COMMAND, WHICH RESULTED IN THE COLLISION WITH A POWER TRANSMISSION  
LINE DURING A SWATH RUN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 678      6/23/89      BUNKIE, LA      A/C Reg. No. N602Y      Time (Lcl) - 0830 CDT

-----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	IN FLIGHT	Pass	0	0	0
Accident Occurred During	-LANDING					

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 070/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 300 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 25000 FT OVERCAST	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE	- FORCED LANDING	
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 - 5531
SE LAND	Months Since	- 15	Make/Model- 1850
	Aircraft Type	- C-150	Instrument- UNK/NR
			Multi-Eng - UNK/NR
			Last 24 Hrs - 4
			Last 30 Days- 115
			Last 90 Days- 220
			Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AG AIRPLANE WAS APPLYING FERTILIZER ON A FIELD WHEN THE ENGINE LOST POWER. DURING THE FORCED LANDING, THE AIRPLANE STALLED AND NOSED OVER AFTER LANDING IN A SOY BEAN FIELD. POST ACCIDENT INSPECTION REVEALED THE NUMBER FIVE CYLINDER WAS MISSING FROM THE ENGINE CASE. FROM THE TIME THE ENGINE LOST POWER, UNTIL THE AIRPLANE TOUCHED DOWN, THERE WAS FIRE AND SMOKE COMING FROM THE ENGINE COMPARTMENT WHICH OBSCURED THE PILOT'S VISION.

Brief of Accident (Continued)

File No. - 678

6/23/89

BUNKIE, LA

A/C Reg. No. N602Y

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 - FAILURE, TOTAL

Occurrence #2      FIRE  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #4      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
3. FLARE - MISJUDGED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #5      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:  
THE LOSS OF THE NUMBER FIVE CYLINDER IN FLIGHT, RESULTING IN A LOSS OF ENGINE RPM. THE PILOT MISJUDGED THE LANDING  
FLARE HEIGHT DUE TO OBSCURED VISION FROM FIRE AND SMOKE AND THE AIRPLANE STALLED AND IMPACTED THE GROUND NOSE FIRST.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 777      6/30/89      MER ROUGE, LA      A/C Reg. No. N8341K      Time (Lcl) - 0835 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage		Injuries				
		NONE		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	-TAXI			Other 1	0	0	0	

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

Make/Model - GRUMMAN G-164-B	Eng Make/Model - P&W PT6A-34AG	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 9000	Engine Type - TURBOPROP	
No. of Seats - 1	Rated Power - 750 HP	

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

<p>Weather Data</p> <p>Wx Briefing - COMMERCIAL WX SERVICE</p> <p>Method - TV/RADIO</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/008 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 700 FT OVERCAST</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p>BONNE IDEE</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2600/ 28</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 16</p> <p style="padding-left: 20px;">Aircraft Type - C-206</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 11300</td> <td>Last 24 Hrs - 5</td> </tr> <tr> <td>Make/Model- 6600</td> <td>Last 30 Days- 150</td> </tr> <tr> <td>Instrument- 62</td> <td>Last 90 Days- 250</td> </tr> <tr> <td>Multi-Eng - 370</td> <td>Rotorcraft - 0</td> </tr> </table>	Total - 11300	Last 24 Hrs - 5	Make/Model- 6600	Last 30 Days- 150	Instrument- 62	Last 90 Days- 250	Multi-Eng - 370	Rotorcraft - 0
Total - 11300	Last 24 Hrs - 5									
Make/Model- 6600	Last 30 Days- 150									
Instrument- 62	Last 90 Days- 250									
Multi-Eng - 370	Rotorcraft - 0									

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AG AIRPLANE WAS TAXIING BETWEEN PARKED AIRPLANES AND A HANGAR, AFTER A FLIGHT, WHEN A FARMER WALKED INTO THE THE PROPELLER. THE FARMER OFTEN CAME TO THE AIRSTRIP TO SELL HIS PRODUCE TO THE AIRSTRIP WORKERS. WITNESSES SAID THE FARMER WAS WALKING ACROSS THE RAMP TOWARD HIS PICKUP, AND WHEN THEY SAW THE APPROACHING AIRPLANE, THEY YELLED A WARNING TO HIM. THE PILOT SAID HE WAS UNAWARE THERE WAS ANYONE IN FRONT OF THE AIRPLANE.

Brief of Accident (Continued)

File No. - 777

6/30/89

MER ROUGE, LA

A/C Reg. No. N8341K

Time (Lcl) - 0835 CDT

-----  
Occurrence #1        PROPELLER/ROTOR CONTACT TO PERSON  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. OBJECT - OTHER PERSON
2. VISUAL LOOKOUT - NOT MAINTAINED - OTHER PERSON

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE INDIVIDUAL STRUCK BY THE TAXIING AIRPLANE'S PROPELLER TO VISUALLY PERCEIVE AND AVOID THE AIRPLANE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 780      7/04/89      HOUMA, LA      A/C Reg. No. N5489W      Time (Lcl) - 1254 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model      - CESSNA P210N  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4000  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL TSIO-520-P  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 250/006 KTS  
Visibility      - 7.0 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  
HOUSTON, TX  
Destination  
MOBILE, AL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 70  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

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

Total	- 5000	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 INSTRUMENT RATED PILOT RECEIVED TWO WEATHER BRIEFINGS AND VFR FLIGHT WAS NOT RECOMMENDED. A VFR FLIGHT PLAN WAS FILED BUT WAS NOT ACTIVATED. ENROUTE THE PILOT INFORMED ATC HE WAS DESCENDING FROM 11,500 FEET TO 9,500 FEET. ATC NOTICED A MODE C TRANSPONDER READOUT AT 7,500 FEET, AND ATTEMPTED TO CONTACT THE PILOT BUT THE PILOT DID NOT RESPOND. WITNESSES SAW THE AIRPLANE IN A STEEP DIVE BUT NONE SAW THE GROUND IMPACT. PARTS OF THE RIGHT WING WERE FOUND AS FAR AWAY AS ONE HALF MILE. RECOVERY OF THE ENGINE WAS AT A DEPTH OF AT LEAST 25 FEET. THE ROTOR OF THE ATTITUDE GYRO HAD ROTATIONAL DAMAGE MARKS. NO AUTOPSY WAS PERFORMED AND TOXICOLOGY REPORT WAS NOT SIGNIFICANT. PILOT'S WIFE INDICATED PILOT HAD BEEN PRESCRIBED "VASOTIC" MEDICINE FOR HIGH BLOOD PRESSURE.



Brief of Accident (Continued)

File No. - 780

7/04/89

HOUMA, LA

A/C Reg. No. N5489W

Time (Lcl) - 1254 CST

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT

Phase of Operation    DESCENT

1. AIRCRAFT CONTROL - NOT POSSIBLE -

2.        INCAPACITATION - 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:  
INCAPACITATION OF THE 70 YEAR OLD PILOT, WHICH LED TO THE LOSS OF CONTROL OF THE AIRPLANE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 785      7/18/89      GUEYDAN, LA      A/C Reg. No. N84865      Time (Lcl) - 1840 CDT

-----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	1	0	0	0	
Accident Occurred During -DESCENT			1	0	0	0	

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

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL A65-8	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	B45 AIRSTRIP
Wind Dir/Speed- 235/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 200
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE WAS OBSERVED FLYING OVER THE AIRPORT AT TRAFFIC PATTERN ALTITUDE AND AFTER IT STARTED A LEFT TURN TO A CROSSWIND, IT WENT INTO A TWO TURN LEFT SPIN AND IMPACTED THE GROUND. NO PREIMPACT PROBLEMS COULD BE FOUND WITH THE AIRFRAME OR POWERPLANT DURING THE POST ACCIDENT INSPECTION.

Brief of Accident (Continued)

File No. - 785

7/18/89

GUEYDAN, LA

A/C Reg. No. N84865

Time (Lcl) - 1840 CDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT

Phase of Operation      APPROACH

1. STALL/SPIN - UNCONTROLLED - 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 INADVERTENT SPIN ENTRY AT PATTERN ALTITUDE WHICH RESULTED IN GROUND COLLISION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 723      4/02/89      ODENTON, MD      A/C Reg. No. N8027L      Time (Lcl) - 2030 EDT

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

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

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

Make/Model	- CESSNA 172H	Eng Make/Model	- CONTINENTAL O-300-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 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 AIRPORT
Method	- N/A	FREDERICK, MD	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SALISBURY, MD	TIPTON AAF
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 28
Lowest Sky/Clouds	- 7000 FT	Type of Clearance	- 3000/ 100
Lowest Ceiling	- 7000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 401	Last 24 Hrs - 4
SE LAND	Months Since - 18	Make/Model - 325	Last 30 Days - 14
	Aircraft Type - C-172	Instrument - 7	Last 90 Days - 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH BIRDS DURING CRUISE FLIGHT AT 1,800 FT MSL AT NIGHT. THREE OLDS QUAWS (DUCKS) WHICH AVERAGED 1 1/2 POUNDS EACH CONTACTED THE ACFT. ONE HIT THE UPPER LEADING EDGE SECTION OF THE LEFT WING. ONE CONTACTED AND REMOVED APRX 70 PERCENT OF THE WINDSHIELD PRIMARILY ON THE PILOT'S SIDE AND THE OTHER CONTACTED THE UPPER WINDSHIELD/FRAME AREA ON THE PASSENGER SIDE. A FORCED LANDING WAS SUCCESSFULLY ACCOMPLISHED AT FT. MEADE.

Brief of Accident (Continued)

File No. - 723

4/02/89

ODENTON, MD

A/C Reg. No. N8027L

Time (Lcl) - 2030 EDT

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE INFLIGHT COLLISION WITH BIRDS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 681      4/23/89      LAUREL, MD      A/C Reg. No. N1789H      Time (Lcl) - 1630 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

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

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

Make/Model - PIPER PA-28-181  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2175  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 320/008 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

SUBURBAN  
Runway Ident - 03  
Runway Lth/Wid - 2165/ 30  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 28  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 258  
Last 24 Hrs - 0  
Make/Model- 89  
Last 30 Days- 8  
Instrument- 46  
Last 90 Days- 29

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE AIRPLANE DID NOT ACCELERATE AFTER BECOMING AIRBORNE DURING THE SHORT FIELD TAKEOFF. THE TAKEOFF WAS ABORTED AND THE ACFT TRAVELED INTO A WOODED AREA OFF THE END OF THE RWY. AFTER THE PILOT AND THREE PASSENGERS EVACUATED THE ACFT, A SMALL FIRE STARTED IN THE ENGINE AREA. UNABLE TO PUT THE FIRE OUT WITH HAND HELD EXTINGUISHERS, THE FIRE DESTROYED THE ACFT. INSPECTION OF THE ENGINE FAILED TO REVEAL ANY FAILURES/MALFUNCTIONS WHICH WOULD HAVE PREVENTED THE ACFT FROM ACCELERATING PROPERLY.

Brief of Accident (Continued)

File No. - 681

4/23/89

LAUREL, MD

A/C Reg. No. N1789H

Time (Lcl) - 1630 EDT

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF - ABORTED

Finding(s)

1. AIRSPEED - INADEQUATE -
2. UNDETERMINED
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - TREE(S)

Occurrence #3      FIRE  
Phase of Operation      STANDING

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO OBTAIN ADEQUATE AIRSPEED DURING THE ATTEMPTED SHORT FIELD TAKEOFF FOR UNDETERMINED REASONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 642      7/01/89      MCHENRY,MD      A/C Reg. No. N7784M      Time (Lcl) - 1206 EDT

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

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

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

Make/Model - MOONEY M-20F	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	GAITHERSBURG,MD	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GARRETT COUNTY
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2495/ 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	GO AROUND	
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 - 167
SE LAND	Months Since - 1	Make/Model- 55
	Aircraft Type - M-20F	Instrument- 0
		Multi-Eng - 7
		Last 24 Hrs - 3
		Last 30 Days- 6
		Last 90 Days- 14
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE THE LNDG APCH WITH FULL FLAPS AT AN AIRSPEED OF APRX 90 KTS. ACCORDING TO THE PLT, HE ENCOUNTERED WIND SHEAR AT THE RWY THRESHOLD, LANDED HARD, AND BOUNCED SEVERAL TIMES. THE LANDING GEAR COLLAPSED. THE PLT TRIED TO MAKE A GO-AROUND BUT WAS UNABLE TO CLIMB OUT OF GROUND EFFECT OR GAIN FLYING SPEED. THE ACFT STALLED AND COLLIDED WITH THE GROUND LEFT OF THE RWY. RWY 26 WAS USED. THE LOCAL WINDS WERE REPORTED AT 260 DEGS AT 5 KTS.



Brief of Accident (Continued)

File No. - 642

7/01/89

MC HENRY, MD

A/C Reg. No. N7784M

Time (Lc1) - 1206 EDT

Occurrence #1           HARD LANDING

Phase of Operation    LANDING - FLARE/TOUCHDOWN

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2           GEAR COLLAPSED

Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR - OVERLOAD
6. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT LANDED HARD AND COLLAPSED THE LANDING GEAR WHEN HE FAILED TO ARREST HIS DESCENT RATE DURING LANDING. AFTERWARD  
AS HE TRIED TO MAKE A GO-AROUND THE PILOT DID NOT OBTAIN ADEQUATE FLYING SPEED, THE AIRCRAFT STALLED AND COLLIDED  
WITH THE GROUND.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 641 7/01/89 BALTIMORE, MD

A/C Reg. No. N1113Z

Time (Lcl) - 1500 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire  
NONE

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

Make/Model - HUGHES 269C

Landing Gear - SKID

Max Gross Wt - 2050

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 - YES-UNK/NR

Stall Warning System - NO

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 150/008 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

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - SIMULATED FORCED LANDING

Airport Proximity

ON AIRPORT

Airport Data

MARTIN STATE

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE, COMMERCIAL, CFI

HELICOPTER

Age - 41

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - BH-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1170	Last 24 Hrs	-	2
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Make/Model	-	550	Last 30 Days	-	16
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Instrument	-	0	Last 90 Days	-	25
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Multi-Eng	-	0	Rotorcraft	-	1170
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS AIR TAXIING AT 2 FT AGL WHEN THE INSTRUCTOR CUT THE POWER TO SIMULATE A POWER LOSS. ACCORDING TO THE STUDENT AND INSTRUCTOR, A NORMAL LANDING FOLLOWED; HOWEVER, THE ACFT NOSED OVER. UPON EXITING THE ACFT THEY NOTICED THEY HAD LANDED ON A DIRT MOUNT AND THE LEFT LANDING SKID HAD FAILED.

Brief of Accident (Continued)

File No. - 641

7/01/89

BALTIMORE,MD

A/C Reg. No. N1113Z

Time (Lcl) - 1500 EDT

Occurrence #1      LOSS OF ENGINE POWER  
Phase of Operation      TAXI - AERIAL

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - SOFT
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)
5. LANDING GEAR,SKI ASSEMBLY - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT LANDED ON UNSUITABLE SOFT TERRAIN WHICH CAUSED THE LANDING SKID TO SINK INTO THE GROUND. THIS RESULTED IN  
A LANDING SKID OVERLOAD FAILURE AND NOSE OVER OF THE HELICOPTER. CONTRIBUTING TO THE ACCIDENT WAS THE SOFT TERRAIN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 651      5/06/89      FLINT,MI      A/C Reg. No. N25054      Time (Lcl) - 1320 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14CFR141  
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      - 1670  
No. of Seats      - 2

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

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

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

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 340/005 KTS  
Visibility      - 14.0 SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - 8000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PONTIAC,MI  
Destination  
FLINT,MI

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 28  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

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

Total	- 60	Last 24 Hrs	- 1
Make/Model-	36	Last 30 Days-	2
Instrument-	1	Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON AN INSTRUCTIONAL SOLO CROSS COUNTRY FLIGHT THE PILOT EXPERIENCED A PARTIAL POWER LOSS. THE STUDENT ELECTED TO SELECT "IDLE-SHUTOFF" AND CONDUCT AN EMERGENCY LANDING. DURING THE LANDING ROLL IN A CULTIVATED FIELD, THE NOSEWHEEL DUG INTO SOFT DIRT AND THE AIRCRAFT NOSED OVER. THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE, HOWEVER THE PILOT REPORTED NO INJURIES. SUBSEQUENT EXAMINATION OF THE ENGINE REVEALED NOTHING THAT WOULD HAVE PREVENTED NORMAL OPERATION. SURFACE TEMPERATURE FIVE MILES AWAY, AND THIRTY THREE MINUTES AFTER THE ACCIDENT, WAS 48 DEGREES F AND THE RELATIVE HUMIDITY WAS CALCULATED AS 54% VISIBLE MOISTURE IN THE FORM OF CLOUDS, DESCRIBED AS 5,000 FEET SCATTERED AND 8,000 FEET OVERCAST, AS OBSERVED.

Brief of Accident (Continued)

File No. - 651

5/06/89

FLINT, MI

A/C Reg. No. N25054

Time (Lcl) - 1320 EDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. FUEL SYSTEM, CARBURETOR - ICE
5. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT-IN-COMMAND'S FAILURE TO FOLLOW PROPER PROCEDURES AND DIRECTIVES AND HIS PREMATURE DECISION TO INITIATE AN  
EMERGENCY PROCEDURE. CONTRIBUTING FACTORS WERE THE PILOT'S LACK OF TOTAL EXPERIENCE AND HIS SELECTION OF UNSUITABLE  
TERRAIN FOR THE EMERGENCY LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 644      5/17/89      LINDEN, MI      A/C Reg. No. N4240N      Time (Lcl) - 1530 EDT

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

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

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BRIGHTON, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LINDEN, MI	LINDEN PRICES AIRPORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 90
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 - 55	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 3360
	Months Since - N/A	Make/Model- 20
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A LOCAL PLEASURE FLIGHT, THE NON-CERTIFICATED PILOT WAS OBSERVED TO MAKE A HARD LANDING ON A SOD RUNWAY. WHEN THE AIRCRAFT CAME TO A STOP, THE PILOT SHUT IT DOWN AND PERFORMED A WALK-AROUND INSPECTION OF THE AIRCRAFT. THE PILOT WAS THEN OBSERVED TO RESTART THE AIRCRAFT AND TAKE OFF, RETURNING TO THE AIRCRAFT'S HOME BASE AIRPORT. WITNESSES REPORTED THAT THE AIRCRAFT'S "TAIL WHEEL WAS VIBRATING ENOUGH TO SEE AND HEAR IT...THE PLANE (FLEW) COCKEYED." THE AIRCRAFT SUSTAINED FURTHER DAMAGE WHEN IT GROUND-LOOPED UPON LANDING AT THE HOME BASE.

Brief of Accident (Continued)

File No. - 644

5/17/89

LINDEN,MI

A/C Reg. No. N4240N

Time (Lc1) - 1530 EDT

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

Finding(s)

1. FLARE - IMPROPER - UNQUALIFIED PERSON
  2. LANDING GEAR, TAILWHEEL - OVERLOAD
- 

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - UNQUALIFIED PERSON
  4. GROUND LOOP/SWERVE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S POOR JUDGEMENT, POOR AIRCRAFT HANDLING, AND THE RESULTANT HARD TOUCHDOWN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 747      6/30/89      SEBEWAING,MI      A/C Reg. No. N2154K      Time (Lcl) - 0830 EDT

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

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

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

Make/Model - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL A-65-8F	ELT Installed/Activated - YES/YES
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 - 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- 230/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 936
SE LAND	Months Since - 88	Last 24 Hrs - UNK/NR
	Aircraft Type - LUS8A	Make/Model- 936
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A LOCAL FLIGHT WITH HIS GRANDSON, THE 64 YEAR OLD PILOT FLEW LOW OVER A WHEAT FIELD TO CHECK OUT THE CROP. THE PILOT ALLOWED THE AIRCRAFT TO DESCEND LOW ENOUGH FOR THE MAIN LANDING GEAR TO GET CAUGHT IN THE TOP OF THE WHEAT. THE AIRCRAFT STRUCK THE GROUND APPROXIMATELY 150 FEET FROM THE POINT OF INITIAL CONTACT WITH THE WHEAT, AND NOSED OVER, COMING TO A REST UPSIDE DOWN. THE PILOT STATED THAT THERE WAS NO PRE-IMPACT PROBLEM WITH THE AIRCRAFT.



Brief of Accident (Continued)

File No. - 747

6/30/89

SEBEWAING,MI

A/C Reg. No. N2154K

Time (Lc1) - 0830 EDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation      MANEUVERING

1. TERRAIN CONDITION - CROP

2. DESCENT - INADVERTENT - PILOT IN COMMAND

3. CLEARANCE - 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:  
PILOT'S INATTENTIVE AIRCRAFT HANDLING WHICH RESULTED IN HIS FAILURE TO DETECT AND PREVENT THE AIRCRAFT'S DESCENT INTO  
THE WHEAT FIELD.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 621      4/06/89      MARSHALL, MN      A/C Reg. No. N7510K      Time (Lcl) - 1205 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
IN FLIGHT

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

Make/Model - CESSNA 180  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2800  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-S  
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- UNK/NR  
Visibility - UNK/NR

Lowest Sky/Clouds - 2500 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MARSHALL, MN  
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 - 57  
Biennial Flight Review  
Current - YES  
Months Since - 21  
Aircraft Type - C-180

Medical Certificate - UNK/NR  
Flight Time (Hours)

Total - 3001	Last 24 Hrs - UNK/NR
Make/Model- 1929	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 65

Instrument Rating(s) - NONE

-----Narrative-----

PORTION OF THE AIRCRAFT EXHAUST SYSTEM SEPARATED RESULTING IN AN IN-FLIGHT FIRE. THE RESULTANT ENGINE FAILURE NECESSITATED A FORCED LANDING. PILOT ATTEMPTED TO LAND IN A SOFT FIELD. AIRCRAFT FLIPPED INVERTED AND INCURRED SUBSTANTIAL DAMAGE. PILOT WAS NOT INJURED. EXAMINATION OF THE ENGINE EXHAUST SYSTEM REVEALED AN IMPROPER WELD BETWEEN THE MUFFLER AND THE EXHAUST. THE WELD FAILED AND THE MUFFLER SEPARATED.

Brief of Accident (Continued)

File No. - 621

4/06/89

MARSHALL,MN

A/C Reg. No. N7510K

Time (Lcl) - 1205 CDT

-----  
Occurrence #1        FIRE  
Phase of Operation   CLIMB - TO CRUISE

Finding(s)  
1. EXHAUST SYSTEM,MUFFLER - FAILURE,TOTAL  
2. POWERPLANT - FAILURE,TOTAL  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation   DESCENT - EMERGENCY  
-----

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

Finding(s)  
3. TERRAIN CONDITION - SOFT  
-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF AN UNAPPROVED WELD BETWEEN THE EXHAUST SYSTEM AND MUFFLER. THE FAILED WELD RESULTED IN THE MUFFLER  
SEPARATING AND AN IN-FLIGHT FIRE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 722      8/22/89      CLEAR LAKE, MN      A/C Reg. No. N80357      Time (Lcl) - 2100 CDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	BRAINERD, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CLEAR LAKE, MN	LEADERS
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 125
Lowest Sky/Clouds - 25000 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 - NIGHT(DARK)		

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

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 104
SE LAND	Months Since - 11	Make/Model- 40
	Aircraft Type - UNK/NR	Instrument- 10
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 9
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT SHE RETURNED TO THE DESTINATION AIRPORT LATER THAN PLANNED AND NIGHT LANDING CONDITIONS EXISTED ON ARRIVAL. THE SOD RUNWAY HAD ONLY TWO LIGHTS ON THE END OF THE RUNWAY TO AID NIGHT OPERATIONS. THE PILOT SAID IF SHE WAS UNABLE TO LAND, SHE WOULD RETURN TO ST. CLOUD, A FULL FACILITY AIRPORT, ABOUT 10 MILES FROM THERE. SHE SAID THAT SHE THOUGHT SHE COULD SEE THE OUTLINE OF THE SOD AIRSTRIP, SO ELECTED TO LAND. THE AIRCRAFT LANDED TO THE SIDE OF THE RUNWAY IN A SOFT BEAN FIELD DURING THE LANDING ROLL IT NOSED OVER.

Brief of Accident (Continued)

File No. - 722

8/22/89

CLEAR LAKE, MN

A/C Reg. No. N80357

Time (Lcl) - 2100 CDT

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRPORT FACILITIES - INADEQUATE
2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
5. LIGHT CONDITION - NIGHT
6. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - CROP
8. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S IMPROPER DECISION IN ATTEMPTING TO LAND WITH INADEQUATE VISUAL CUES WHICH PRECLUDED IDENTIFICATION OF A  
CORRECT RUNWAY ALIGNMENT. A SUITABLE ALTERNATIVE AIRPORT WAS READILY AVAILABLE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 622      5/31/89      COLUMBIA,MO      A/C Reg. No. N154P      Time (Lcl) - 2300 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire      NONE

Crew      0  
Pass      0

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

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

Make/Model      - PIPER PA-30  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3600  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-320-B1A  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 160 HP

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

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

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed-      UNK/NR  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision-      UNK/NR  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
UNK/NR  
Destination  
COLUMBIA,MO

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

COTTONWOODS  
Runway Ident      - 18  
Runway Lth/Wid      - 2400/      30  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT WAS FOUND IN THE MIDDLE OF THE NORTH-SOUTH RUNWAY AT COTTONWOODS AIRPORT. THE AIRPLANE HAD BEEN LANDED WITH THE GEAR UP. THE AIRPLANE OWNER WAS NOT AWARE THE AIRPLANE HAD BEEN TAKEN FROM HIS LOCKED HANGAR OR WHO MAY HAVE BEEN RESPONSIBLE FOR THE DAMAGE. POST ACCIDENT EXAMINATION OF THE LANDING GEAR MOTOR REVEALED IT WAS INOPERATIVE BUT THE MANUAL EXTENSION SYSTEM WAS OPERATIONAL. EVIDENCE REVEALED THE STOLEN AIRPLANE HAD BEEN INTENTIONALLY LANDED WITH THE GEAR UP.

Brief of Accident (Continued)

File No. - 622

5/31/89

COLUMBIA,MO

A/C Reg. No. N154P

Time (Lcl) - 2300 CDT

---

Occurrence #1      GEAR NOT EXTENDED  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WHEELS UP LANDING - INTENTIONAL - UNKNOWN
  2. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - UNKNOWN
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE GEAR-UP LANDING WHICH WAS MADE BY AN UNKNOWN/UNAUTHORIZED PERSON.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 618      6/14/89      CREVE CEUR, MO      A/C Reg. No. N89316      Time (Lc1) - 1135 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 -LANDING					

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85-12F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CREVE CEUR
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 25
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3020/ 175
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 348
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - C-140	Make/Model- 90
		Instrument- 3
		Last 30 Days- 3
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC WAS PRACTICING T&G LANDINGS TO A SOD STRIP AND HAD COMPLETED SEVERAL PRIOR TO THE ACCIDENT. ON THIS ATTEMPT, THE PIC STATED HE MADE A 3-POINT LANDING TO A WHEAT FIELD HE MISTOOK FOR THE SOD LANDING STRIP. THE GROUND WAS SOFT AND UPON TOUCHING THE LANDING GEAR BECAME MIRE, AND THE ACFT NOSED OVER INVERTED. THE WHEAT FIELD BORDERS AND PARALLELS THE SOD STRIP HE HAD BEEN USING.



Brief of Accident (Continued)

File No. - 618

6/14/89

CREVE CEOUR, MO

A/C Reg. No. N89316

Time (Lcl) - 1135 CDT

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  2.        INATTENTIVE - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT TO PLAN THE APPROACH AND MAINTAIN ALIGNMENT WITH THE SOD LANDING STRIP. THE PILOT'S  
INNATTENTION TO THE GRASS STRIP RESULTED IN A LANDING IN A SOFT WHEAT FIELD..

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 619      7/22/89      ST. CLAIR, MO      A/C Reg. No. N314D      Time (Lcl) - 1830 CDT

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

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

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

Make/Model - CESSNA 320	Eng Make/Model - CONTINENTAL TSIO-470-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CUBA, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ST. CLAIR
Wind Dir/Speed- 200/005 KTS		Runway Ident - 20
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 3000/ 50
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 - FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3850
SE LAND, ME LAND	Months Since - 21	Make/Model- 820
	Aircraft Type - NAVION	Instrument- 531
		Multi-Eng - 1946
		Last 24 Hrs - 2
		Last 30 Days- 4
		Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE PILOT SAID THE LANDING GEAR COLLAPSED IN SEQUENTIAL ORDER OF RIGHT MAIN, NOSE WHEEL AND THE LEFT MAIN GEAR. POST ACCIDENT INVESTIGATION REVEALED NO MALFUNCTION OF ELECTRICAL OR MECHANICAL PORTION OF THE LANDING GEAR SYSTEM.

Brief of Accident (Continued)

File No. - 619

7/22/89

ST. CLAIR, MO

A/C Reg. No. N314D

Time (Lcl) - 1830 CDT

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

Finding(s)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE LANDING GEAR RETRACTION/EXTENTION SYSTEM FAILED FOR UNDETERMINED REASON.

ational Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 716      7/23/89      HANNIBAL,MO      A/C Reg. No. N69DM      Time (Lcl) - 1830 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model      - CESSNA T210  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TSIO-520-C  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 120/009 KTS  
Visibility      - 6.0 SM  
Lowest Sky/Clouds      - N/A  
Lowest Ceiling      - 3500 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation      - RAIN  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CHILLICOTHE,MO  
Destination  
BEDFORD,IN

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - VFR  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

HANNIBAL  
Runway Ident      - 17  
Runway Lth/Wid      - 3900/ 75  
Runway Surface      - ASPHALT  
Runway Status      - WET

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

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

Age - 46  
Biennial Flight Review  
Current      - YES  
Months Since      - 20  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 312      Last 24 Hrs - 5  
Make/Model- 52      Last 30 Days- 8  
Instrument- 5      Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A VFR CROSS COUNTRY FLIGHT, THE PILOT SAID HE ENCOUNTERED ADVERSE WEATHER AND RETURNED TO HANNIBAL, MISSOURI, TO LAND. ON DOWNWIND LEG, THE ENGINE QUIT, AND AN EMERGENCY LANDING WAS ATTEMPTED. THE ACFT COLLIDED WITH TREES ADJACENT TO THE AIRPORT AND WAS SUBSTANTIALLY DAMAGED. POST ACCIDENT EXAMINATION REVEALED THE FUEL LINES AND SUMPS TO BE EMPTY OF FUEL. NO MEASURABLE FUEL WAS FOUND IN THE FUEL TANKS AFTER THE CRASH; HOWEVER, EXTENSIVE DAMAGE TO BOTH WINGS PRECLUDED ANY DETERMINATION OF QUANTITY OF FUEL REMAINING ON BOARD. REFUELING HAD BEEN ACCOMPLISHED AT THE PILOT'S LAST STOP, ABOUT 120 MILES AWAY. CAUSE OF THE FUEL STARVATION COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 716

7/23/89

HANNIBAL, MO

A/C Reg. No. N69DM

Time (Lcl) - 1830 CDT

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

Finding(s)  
1. FLUID, FUEL - STARVATION  
2.    UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FUEL STARVATION FOR UNDETERMINED REASONS WHICH RESULTED IN A FORCED LANDING AND SUBSEQUENT COLLISION WITH TREES.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 719      8/11/89      MARYS HOME, MO      A/C Reg. No. N43BL      Time (Lcl) - 1130 CDT

-----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	1

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

Fire  
NONE

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

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

Eng Make/Model - ALLISON 250-C20J  
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- 120/005 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LAKE OZARK, MO  
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  
HELICOPTER

Age - 46  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - BH-206B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 8133  
Make/Model- 140  
Instrument- 532  
Multi-Eng - 3597  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 140  
Rotorcraft - 2046

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT SAID HE WAS INCREASING POWER FOR TAKEOFF, AND HAD ATTAINED ABOUT 38-42%. THE HELICOPTER WAS BECOMING LIGHT ON THE SKIDS, THEN ROLLED OVER ON IT'S RIGHT SIDE. THE HELICOPTER HAD LANDED IN A LEVEL FIELD. POST ACCIDENT INVESTIGATION REVEALED NO MALFUNCTION OF THE FLIGHT CONTROLS NOR ANY OTHER MECHANICAL MALFUNCTION. IN HIS REPORT THE PILOT ALSO STATED THERE WERE NO MALFUNCTIONS IN THE HELICOPTER.

Brief of Accident (Continued)

File No. - 719

8/11/89

MARYS HOME, MO

A/C Reg. No. N43BL

Time (Lcl) - 1130 CDT

---

Occurrence #1            ROLL OVER

Phase of Operation      TAKEOFF

Finding(s)

1. TERRAIN CONDITION - OPEN FIELD
  2. AIRCRAFT 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 CONTROL OF THE HELICOPTER.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 697      4/21/89      OLIVE BRANCH,MS      A/C Reg. No. N51344      Time (Lcl) - 1515 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

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

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES-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- 330/004 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HAMPTON,GA  
Destination  
OLIVE BRANCH,MS

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 49  
Biennial Flight Review  
Current - YES  
Months Since - 14  
Aircraft Type - 7AC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2000  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 3  
Last 30 Days- 6  
Last 90 Days- 30  
Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS NEAR HIS HOME BASE IN HIS JUST ACQUIRED ACFT AFTER A 4 HR X-COUNTRY FLT FROM ATLANTA WHEN THE ENG QUIT AT AN ALT OF 4,000 FT. THE PLT ATTEMPTED A FORCED LANDING IN AN OPEN FIELD, BUT HOOKED A WING TIP AND THE ACFT CARTWHEELED. AN EXAM OF THE ACFT REVEALED ONLY ABOUT 1 GALLON OF UNUSABLE FUEL REMAINED IN THE FUEL TANKS. THE PLT STATED THAT HE MUST HAVE RUN OUT OF GAS.



Brief of Accident (Continued)

File No. - 697

4/21/89

OLIVE BRANCH, MS

A/C Reg. No. N51344

Time (Lcl) - 1515 CDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND
  3. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
  4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FUEL EXHAUSTION CAUSED BY THE PILOT EXCEEDING THE FUEL ENDURANCE OF THE AIRPLANE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 741      5/28/89      TUTWILER,MS      A/C Reg. No. N2739C      Time (Lcl) - 1800 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 -LANDING - ROLL					

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

Make/Model - CESSNA 182R	Eng Make/Model - LYCOMING O-540-J3C5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - FSS	Last Departure Point DALLAS, TX	
Method - ACFT RADIO	Destination TUTWILER, MS	Airport Data
Completeness - UNK/NR		Runway Ident - 03
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2000/ 50
Wind Dir/Speed- 080/005 KTS	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE	FULL STOP	
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 - 4030
SE LAND	Months Since - 3	Last 24 Hrs - 5
	Aircraft Type - C-R182	Make/Model- 997
		Instrument- 0
		Last 30 Days- 21
		Last 90 Days- 65

Instrument Rating(s) - NONE

-----Narrative-----

AFTER OBSERVING A LIMP WINDSOCK, THE PLT LANDED ON THE GRAVEL COVERED AG STRIP. UPON TOUCHDOWN, A GUST OF WIND STRUCK THE ACFT & BEGAN DRIFTING IT OFF THE RWY. HE ATTEMPTED TO REGAIN CONTROL BY APPLYING RT BRAKE, RUDDER & ATTEMPTED TO GO-AROUND. HE STATED THAT HE HAD NO BRAKING ACTION DUE TO THE LOOSE GRAVEL & APPLIED FULL POWER, BUT THE GEAR STRUCK A DITCH & THE ACFT NOSED OVER. AN AG PLT STANDING NEARBY, STATED THAT A DUST DEVEL CAUGHT THE ACFT. HE ALSO STATED THAT HE HAD OBSERVED NUMEROUS DUST DEVILS IN THE AREA ALL AFTERNOON. AS THE TWO PLTS DROVE AWAY FROM THE CRASH SITE, THEY OBSERVED ANOTHER DUST DEVIL PASS OVER THE AIRSTRIP.

Brief of Accident (Continued)

File No. - 741

5/28/89

TUTWILER,MS

A/C Reg. No. N2739C

Time (Lcl) - 1800 CDT

-----  
Occurrence #1        ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
- 

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

Finding(s)

2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
  3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #3        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:  
LOSS OF CONTROL OF THE AIRCRAFT DUE TO AN ENCOUNTER WITH A DUST DEVIL WHILE ON THE GROUND.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 762      5/30/89      CLARKSDALE, MS      A/C Reg. No. N1012H      Time (Lcl) - 0845 CDT

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

Type Operating Certificate	AGRICULTURAL AIRCRAFT	Aircraft Damage						
		DESTROYED		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	-DESCENT							

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

Make/Model	- AIR TRACTOR AT-401	Eng Make/Model	- P&W R-1340-AN	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 7860	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
Method	- N/A	CLARKSDALE, MS
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 190/004 KTS	ATC/Airspace
Visibility	- 5.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- UNK/NR	- NONE
Lowest Ceiling	- 25000 FT BROKEN	Type of Clearance
Obstructions to Vision	- HAZE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- NONE

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

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 875	Last 24 Hrs - 7
SE LAND	Months Since - 16	Make/Model - 48	Last 30 Days - 12
	Aircraft Type - SCOUT	Instrument - 11	Last 90 Days - 77

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS TURNING DOWNWIND FOR ANOTHER AERIAL APPLICATION PASS WHEN THE ACFT STALLED AND DROPPED INTO A RIGHT WING LOW DESCENT WHICH BECAME ALMOST VERTICAL PRIOR TO GROUND CONTACT. THE RADIAL ENGINE WAS BURIED TO A DEPTH OF 4 FT IN THE CULTIVATED SOIL.

Brief of Accident (Continued)

File No. - 762

5/30/89

CLARKSDALE, MS

A/C Reg. No. N1012H

Time (Lc1) - 0845 CDT

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

Finding(s)  
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
2. STALL - INADVERTENT - PILOT IN COMMAND  
-----

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

Finding(s)  
3. TERRAIN CONDITION - CROP  
-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT FAILED TO MAINTAIN AIRSPEED RESULTING IN THE AIRPLANE STALLING AND DESCENDING OUT OF CONTROL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 646      4/10/89      RAPELJE, MT      A/C Reg. No. N731XG      Time (Lc1) - 0800 MDT

-----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 - 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 - 4000	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 - N/A
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 14400
SE LAND,ME SEA	Months Since - 12	Make/Model- 4000
	Aircraft Type - UNK/NR	Instrument- 87
		Multi-Eng - 210
		Last 24 Hrs - 0
		Last 30 Days- 10
		Last 90 Days- 39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL AG PLT WAS OPERATING A SINGLE PLACE CESSNA 188 FROM A ROAD NEAR RAPELJE, MT. THE PLT ESTIMATED THE WINDS FROM THE WEST AT 5 KTS, GUSTING TO 12 KTS. DURING A LANDING TO THE NORTH TO RELOAD WITH FERTILIZER, A GUST OF WIND STRUCK THE ACFT AND THE PLT SAID HE LOST DIRECTIONAL CONTROL. THE ACFT DEPARTED THE ROAD TO THE LEFT AND STRUCK A DITCH, DAMAGING THE LEFT MAIN GEAR AND LEFT WING.

Brief of Accident (Continued)

File No. - 646

4/10/89

RAPELJE,MT

A/C Reg. No. N731XG

Time (Lcl) - 0800 MDT

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. WEATHER CONDITION - CROSSWIND
4.    DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROADWAY/HIGHWAY
6.    UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - DITCH

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE INADEQUATE COMPENSATION FOR THE WIND CONDITIONS BY THE PILOT WHICH RESULTED IN A LOSS OF DIRECTIONAL CONTROL  
ON LANDING AND SUBSEQUENT COLLISION WITH A DITCH.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 789      5/03/89      ST. XAVIER, MT      A/C Reg. No. N3410S      Time (Lcl) - 1300 MDT

-----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	-DESCENT		Pass 0	0	0	0

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

Make/Model	- CESSNA 182G	Eng Make/Model	- CONTINENTAL O-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-----

<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- 260/040 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 3000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN SHOWERS</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1425
SE LAND	Months Since - 19	Make/Model- 1400
	Aircraft Type - C-182	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 4
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS LOOKING FOR COWS ON HIS RANCH, AT 200 FT AGL, WITH 20 DEG FLAPS. THE PLT SAID HE FLEW THE ACFT THROUGH A LIGHT RAIN SHOWER. THE PLT SAID THE ENGINE BEGAN TO MISS, AND HE REDUCED PWOER. THE ACFT BEGAN LOSING ALTITUDE AND HE ADDED POWER. THE ENGINE QUIT AND SMOKE ENTERED THE CABIN. THE PLT SAID HE BANKED THE ACFT AND IT STALLED. THE ACFT STRUCK THE GROUND AND THE NOSE GEAR COLLAPSED. THE WING STRUCK SAGE BRUSH AND THE ACFT NOSED DOWN. A POST ACCIDENT ENGINE TEARDOWN PROVIDED EVIDENCE THAT THE NUMBER TWO PISTON DISINTEGRATED. THE LOG BOOKS SHOWED THAT THE PISTON HAD BEEN IN SERVICE 662 HOURS.



Brief of Accident (Continued)

File No. - 789

5/03/89

ST. XAVIER, MT

A/C Reg. No. N3410S

Time (Lc1) - 1300 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF

Phase of Operation CRUISE

1. ENGINE ASSEMBLY, PISTON - DISINTEGRATED
2. FUSELAGE, CREW COMPARTMENT - SMOKE

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. MANEUVER - EXCESSIVE - PILOT IN COMMAND
4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. LANDING GEAR, NOSE GEAR - OVERLOAD
8. LANDING GEAR, NOSE GEAR - COLLAPSED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO MAINTAIN AIRSPEED WHILE MANEUVERING FOR A FORCED LANDING FOLLOWING A FAILURE OF THE NUMBER TWO PISTON. CONTRIBUTING TO THE ACCIDENT WAS SMOKE IN THE COCKPIT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 711      5/06/89      LIVINGSTON, MT      A/C Reg. No. N7296J      Time (Lcl) - 1940 MDT

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

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

Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E2A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	BOZEMAN, MT	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LIVINGSTON, MT	Runway Ident
Wind Dir/Speed	- UNK/NR		- N/A
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 215
SE LAND	Months Since - 10	Make/Model - 10
	Aircraft Type - PA-28	Instrument - 3
		Multi-Eng - 1
		Last 24 Hrs - 0
		Last 30 Days - 5
		Last 90 Days - 6
		Rotorcraft - 54

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED FLYING AT TREE TOP LEVEL OVER A TREE COVERED MOUNTAINOUS AREA SOUTH OF LIVINGSTON, MONTANA. THE PRIVATE PLT WAS MAKING SEVERAL PASSES OVER MILITARY UNITS CONDUCTING SUMMER CAMP TRAINING EXERCISES, WHEN THE ACFT STRUCK TREES AND CRASHED. WITNESSES REPORTED THAT THE AIRPLANE "BUZZED" TREE TOPS SEVERAL TIMES. THE INVESTIGATION REVEALED NO MECHANICAL MALFUNCTIONS WHICH WOULD HAVE AFFECTED THE OPERATION OF THE AIRPLANE.

Brief of Accident (Continued)

File No. - 711

5/06/89

LIVINGSTON, MT

A/C Reg. No. N7296J

Time (Lc1) - 1940 MDT

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

Finding(s)

1. OBJECT - TREE(S)
  2. BUZZING - INTENTIONAL - PILOT IN COMMAND
  3. PULL-UP - MISJUDGED - PILOT IN COMMAND
  4. JUDGEMENT - POOR - 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:  
THE POOR JUDGEMENT DISPLAYED BY THE PILOT WHEN HE MANEUVERED THE AIRPLANE AT EXTREMELY LOW ALTITUDE OVER MOUNTAINOUS  
TERRAIN. DURING THE FLIGHT THE PILOT MISJUDGED THE PULL-UP REQUIRED AND STRUCK TREES.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 800      6/20/89      CONRAD, MT      A/C Reg. No. N7001Z      Time (Lcl) - 0630 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage								
	DESTROYED	Fatal	1	Serious	0	Minor	0	None	0
Type of Operation -AERIAL APPLICATION	Fire	Crew	0		0		0		0
Flight Conducted Under -14 CFR 137	NONE	Pass	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 - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CONRAD, MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 280/032 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 20000 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 - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3850
SE LAND, ME LAND	Months Since - 1	Make/Model- 1400
HELICOPTER	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) - AIRPLANE

-----Narrative-----

THE PILOT WAS APPLYING HERBICIDE ON WHEAT. HE WAS WORKING ALONE AND THERE WERE NO WITNESSES TO THE ACCIDENT. EXAMINATION OF THE ACCIDENT SITE REVEALED THAT THE AIRCRAFT COLLIDED WITH A GUY WIRE SUPPORTING A POWERLINE TOWER. THE LEFT WING TIP HIT THE GUY WIRE AS THE AIRCRAFT PASSED UNDER THE WIRE AND THE RIGHT WING COLLIDED WITH THE GROUND 30 FT BEYOND THE WIRE. THE WEATHER AND SUN GLARE WERE NOT CONSIDERED FACTORS IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 800

6/20/89

CONRAD, MT

A/C Reg. No. N7001Z

Time (Lc1) - 0630 MDT

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

Finding(s)

1. OBJECT - GUY WIRE
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  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 FAILURE TO SEE THE GUY WIRE IN TIME TO AVOID COLLIDING WITH IT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 731      3/18/89      LENOIR, NC      A/C Reg. No. N41HB      Time (Lcl) - 1345 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model    - MORRISEY(VARGA) 2150A  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 1817  
No. of Seats   - 2

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

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

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

Weather Data

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

Wind Dir/Speed- VARIABLE/010 KTS  
Visibility     - 1.000 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling   - 1500 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation   - RAIN  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

LOWER CREEK AIRPORT  
Runway Ident    - 05  
Runway Lth/Wid   - 3200/ 200  
Runway Surface   - GRASS/TURF  
Runway Status    - WET

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

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

Age - 55  
Biennial Flight Review  
Current        - NO  
Months Since   - 41  
Aircraft Type   - UNK/NR

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

Total	- 455	Last 24 Hrs -	0
Make/Model-	32	Last 30 Days-	0
Instrument-	0	Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

THE EVIDENCE INDICATED THAT THE PILOT AND/OR OTHERS HAD JUST COMPLETED REASSEMBLY OF HIS AIRPLANE AFTER HAVING IT REPAINTED AT AN AUTOMOTIVE PAINT SHOP. AFTER FUELING THE TANKS HE ELECTED TO TRY A FLIGHT AROUND THE LOCAL PVT AIRSTRIIP IN THE VICINITY OF RAPIDLY APPROACHING THUNDERSTORMS. JUST AFTER LIFT OFF, HE ENCOUNTERED HEAVY RAIN AND ABORTED THE FIRST LANDING ATTEMPT. HE THEN TRIED TO MAKE A LOW ALTITUDE TEARDROP APPROACH TO LANDING ON THE OPPOSITE RUNWAY. DURING THE TURN TO FINAL, THE AIRPLANE WAS OBSERVED TO ROLL INVERTED AAND COLLIDE WITH THE GROUND. THE AIRPLANE AND PILOT HAD NOT FLOWN FOR OVER THREE MONTHS.

Brief of Accident (Continued)

File No. - 731

3/18/89

LENOIR, NC

A/C Reg. No. N41HB

Time (Lcl) - 1345 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - DISREGARDED - PILOT IN COMMAND
2. WEATHER CONDITION - THUNDERSTORM
3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - MISJUDGED - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
6. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - CROP

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
PILOT DISREGARDED THE APPARENT SEVERITY OF THE APPROACHING THUNDERSTORMS AND ATTEMPTED A CIRCUIT OF THE AIRPORT UNDER  
VISUAL FLIGHT RULES WHEN IT WAS NOT POSSIBLE. THE PILOT'S LACK OF RECENT FLIGHT EXPERIENCE WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 627      4/05/89      SOUTHERN PINES, NC      A/C Reg. No. N685RB      Time (Lcl) - 1600 EDT

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

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

-----Aircraft Information-----

Make/Model - AERO COMMANDER 685	Eng Make/Model - CONTINENTAL GTSIO-520-K1B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 435 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	RALEIGH, NC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	AUGUSTA, GA	MOORE COUNTY
Wind Dir/Speed- 280/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5503/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 4500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5000
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - AC 685	Make/Model- 69
		Instrument- 550
		Last 30 Days- 42
		Last 90 Days- 133
		Multi-Eng - 4000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING CRUISE FLIGHT AN ENG BEGAN RUNNING ROUGH. HE PUT THE FUEL BOOST PUMP SWITCH IN THE HIGH BOOST POSITION AND ADVANCED THE THROTTLE, MIXTURE, AND PROP LEVERS TO MAX. THIS RESULTED IN A LOSS OF PWR ON BOTH ENGS. THE ACFT TOUCHED DOWN HARD SHORT OF THE RUNWAY DURING THE FORCED LANDING AND COLLIDED WITH TREES. THE ACFT FLT MANUAL STATED THAT THE MIXTURE MUST BE ADJUSTED AT REDUCED POWER SETTINGS TO AVOID A RICH MIXTURE. THE EMERG PROCEDURES IN THE FLT MANUAL CAUTIONS THAT A ROUGH RUNNING ENG MAY BE DUE TO TOO RICH OF A MIXTURE.



Brief of Accident (Continued)

File No. - 627

4/05/89

SOUTHERN PINES, NC

A/C Reg. No. N685RB

Time (Lc1) - 1600 EDT

Occurrence #1      LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
3. FUEL BOOST PUMP SELECTOR POSITION - 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      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - TREE(S)

Occurrence #4      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S IMPROPER USE OF THE MIXTURE CONTROLS WHICH RESULTED IN ENGINE ROUGHNESS AND THE FAILURE TO PROPERLY  
EXECUTE THE EMERGENCY PROCEDURE FOR A ROUGH ENGINE BY PLACING THE FUEL BOOST PUMP SWITCH IN THE LOW POSITION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 753      4/13/89      SILER CITY, NC      A/C Reg. No. N28990      Time (Lc1) - 0515 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-WRA, INC	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- GRUMMAN AA-5B	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHARLOTTE, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RALEIGH, NC	
Wind Dir/Speed - 230/004 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 - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision - NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3720
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 4
	Aircraft Type - BE-100	Make/Model - 360
		Last 30 Days - 65
		Instrument - 340
		Last 90 Days - 180
		Multi-Eng - 1818
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLT THE ENGINE QUIT WITH A LOUD CLUNK. A FORCED LANDING WAS ATTEMPTED ON A HIGHWAY. THE ACFT DID NOT MAKE THE ROAD AND IT HIT AN EMBANKMENT. EXAM OF THE ENGINE REVEALED A BROKEN CRANKSHAFT AT THE FILLET BETWEEN THE NUMBER 4 CRANKPIN & THROW. THE NUMBER 4 CONNECTING ROD SHOWED EVIDENCE OF OVERHEATING. CRANKSHAFT END PLAY WAS FOUND TO BE ONE HALF INCH AT THE ACCESSORY END. ENGINE HAD RECEIVED MAJOR OVERHAUL 81 HOURS PRIOR TO THE FAILURE OF THE CRANKSHAFT.

Brief of Accident (Continued)

File No. - 753

4/13/89

SILER CITY, NC

A/C Reg. No. N28990

Time (Lc1) - 0515 EDT

-----  
Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FRACTURED
  2. MAINTENANCE, OVERHAUL, MAJOR - IMPROPER - OTHER MAINTENANCE PSNL
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
- 

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING

Finding(s)

4. TERRAIN CONDITION - RAVINE
  5. TERRAIN CONDITION - ROADWAY/HIGHWAY
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
IMPROPER ENGINE OVERHAUL PROCEDURES WHICH RESULTED IN THE CATASTROPHIC FAILURE OF THE ENGINE CRANKSHAFT. CONTRIBUTING  
TO THE ACCIDENT WAS THE LACK OF A SUITABLE FORCED LANDING AREA.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 633      7/26/89      WILMINGTON, NC      A/C Reg. No. N7444G      Time (Lcl) - 2130 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	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172K	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point WILMINGTON, NC	ON AIRPORT
Method - N/A	Destination LOCAL	<b>Airport Data</b>
Completeness - N/A	ATC/Airspace	WINNABOW M.C.
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Ident - 15
Wind Dir/Speed- VARIABLE/004 KTS	Type of Clearance - NONE	Runway Lth/Wid - 3500/ 18
Visibility - 7.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR		Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 174
	Months Since - 23	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 107
		Last 30 Days- 10
		Instrument- 5
		Last 90 Days- 12
		Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS CONDUCTING NIGHT LANDINGS AT A PRIVATE AIRSTRIIP. THE RUNWAY ONLY HAS ONE SET OF EDGE LIGHTS, LOCATED ON THE EAST SIDE. THE PILOT TURNED BASE TO FINAL AND LINED UP ON CENTER WITH THE LIGHTS. THE PILOT REALIZED THE MISALIGNMENT AFTER CORSSING THE RUNWAY THRESHOLD AND ATTEMPTED TO CORRECT BY BANKING. THE AIRPLANE STRUCK A VEHICLE PARKED BETWEEN THE RUNWAY EDGE LIGHTS.

Brief of Accident (Continued)

File No. - 633

7/26/89

WILMINGTON, NC

A/C Reg. No. N7444G

Time (Lcl) - 2130 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
4. OBJECT - VEHICLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE INADEQUATE PREFLIGHT PREPARATION/PLANNING BY THE PILOT REGARDING THE UNIQUE LIGHT FEATURES ON RUNWAY 18  
(LIGHTS MOUNTED ALONG THE EAST SIDE ONLY). IN ADDITION THE PILOT FAILED TO ALIGN THE AIRPLANE WITH THE RUNWAY AND  
STRUCK A VEHICLE THAT WAS PARKED BETWEEN THE LIGHTS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 632 8/06/89 DUNN,NC

A/C Reg. No. N5558G

Time (Lcl) - 1006 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	1	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150J  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 300/008 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  
DUNN,NC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

DENNING  
Runway Ident - 09  
Runway Lth/Wid - 1400/ 66  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 50  
Biennial Flight Review  
Current - YES  
Months Since - 8  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 150	Last 24 Hrs -	0
Make/Model-	144	Last 30 Days-	8
Instrument-	4	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING A TAKEOFF FROM A 1,400 FOOT SOD AIRSTRIP, THE AIRPLANE COLLIDED WITH UTILITY LINES ABOUT 100 FEET OFF THE DEPARTURE END OF THE RUNWAY. THE PILOT ESTIMATED THAT THE RUNWAY WAS 1,600 FEET LONG. HOWEVER, THE MEASURED LENGTH WAS 1,400 FEET. THE OWNER'S MANUAL INSTRUCTS THE PILOT TO ADD ABOUT 17% TO THE CALCULATED TOTAL DISTANCE FOR ADDITIONAL TEMPS AND SOD SURFACES. A TAKEOFF DISTANCE OF 1620 FEET WOULD BE REQUIRED TO CLEAR A 50 FOOT OBSTACLE.

Brief of Accident (Continued)

File No. - 632

8/06/89

DUNN, NC

A/C Reg. No. N5558G

Time (Lcl) - 1006 EDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO PROPERLY CALCULATE THE TAKEOFF DISTANCE REQUIRED FOR THE CONDITIONS AND THE AIRPLANE COLLIDED  
WITH POWER LINES DURING CLIMBOUT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 708      7/28/89      CARTWRIGHT,ND      A/C Reg. No. N8246H      Time (Lcl) - 0830 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CALLAIR A-9	Eng Make/Model - JACOBS R-755-A2M	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
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	SIDNEY,MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3548
SE LAND	Months Since - 10	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-18	Make/Model- 400
		Instrument- 52
		Last 30 Days- 103
		Last 90 Days- 415

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS SPRAYING THIOLUX ON A FIELD AND HAD JUST PULLED UP FROM SWATH RUN WHEN HE HEARD A LOUD BANG AND NOTED ENGINE RPM DECAY. GROUND WITNESSES ALSO HEARD THE BANG AND OBSERVED DARK SMOKE TRAILING FROM THE AIRCRAFT. THE PILOT MADE A FORCED LANDING IN AN ALFALFA FIELD. THE LANDING GEAR COLLAPSED, RESULTING IN SUBSTANTIAL DAMAGE. A SMALL CARBURETOR FIRE WAS ALSO EXTINGUISHED. THE ENGINE AND CARBURETOR WERE PARTIALLY DISASSEMBLED. EVIDENCE OF AN EXTREMELY RICH MIXTURE, BACKFIRE, AND CARBURETOR FIRE WAS FOUND. ALL THE SPARK PLUGS WERE BLACK. THE CARBURETOR WAS OVERHAULED IN 1987 BECAUSE THE ENGINE RAN ROUGH AND WOULD NOT DEVELOP FULL POWER, REGARDLESS OF MIXTURE CONTROL SETTING. THE CARBURETOR HAD ACCUMULATED 300 HOURS SINCE OVERHAUL.



Brief of Accident (Continued)

File No. - 708

7/28/89

CARTWRIGHT,ND

A/C Reg. No. N8246H

Time (Lcl) - 0830 MDT

-----  
Occurrence #1        LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FUEL SYSTEM,CARBURETOR - INCORRECT
  2. MAINTENANCE,ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
  3. FUEL SYSTEM,LINE - FIRE
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
  5. TERRAIN CONDITION - ROUGH/UNEVEN
  6. TERRAIN CONDITION - HIGH VEGETATION
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
A TOTAL LOSS OF POWER DUE TO AN IMPROPERLY ADJUSTED CARBURETOR WHICH RESULTED IN AN EXCESSIVE RICH FUEL-AIR MIXTURE.  
THIS REQUIRED A FORCED LANDING IN AN AREA WHERE NO SUITABLE TERRAIN EXISTED.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 774      4/27/89      AINSWORTH,NE      A/C Reg. No. N20BS      Time (Lcl) - 0630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -OTHER WORK USE  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model      - MAULE M-5  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model - FRANKLIN 6A-350-C1  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 235 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELETYPE  
Completeness      - FULL

Basic Weather      - IMC

Wind Dir/Speed- 030/015 KTS  
Visibility      - 1.000 SM  
Lowest Sky/Clouds      - N/A  
Lowest Ceiling      - 300 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - DRIZZLE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
AINSWORTH,NE  
Destination  
MORRIS,IL

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - VFR  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 31  
Biennial Flight Review  
Current      - YES  
Months Since      - 7  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 423      Last 24 Hrs - UNK/NR  
Make/Model- 12      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 TOOK OFF INTO KNOWN ADVERSE WEATHER CONDITIONS AFTER FILING A VISUAL FLIGHT RULES (VFR) FLIGHT PLAN. THE AIRCRAFT ENTERED INSTRUMENT METEOROLOGICAL FLIGHT CONDITIONS. THE PILOT FAILED TO MAINTAIN CONTROL OF THE AIRCRAFT. THE AIRCRAFT IMPACTED IN AN EXTREME NOSE LOW ATTITUDE IN AN OPEN FIELD NEAR THE DEPARTURE AIRPORT.

Brief of Accident (Continued)

File No. - 774

4/27/89

AINSWORTH, NE

A/C Reg. No. N20BS

Time (Lc1) - 0630 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - FOG
3. PLANNING-DECISION - POOR - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - GROUND
6. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. SPATIAL DISORIENTATION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT CONTINUED FLIGHT INTO IFR CONDITIONS AND THE LOSS OF AIRCRAFT CONTROL DUE TO SPACIAL DISORIENTATION.  
CONTRIBUTING TO THE ACCIDENT WERE THE CLOUD CONDITIONS AND FOG.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 616      7/07/89      WYMORE,NE

A/C Reg. No. N1286W

Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 137	Pass 0	0	0	0

Type of Operation      -AERIAL APPLICATION

Flight Conducted Under      -14 CFR 137

Accident Occurred During      -DESCENT

-----Aircraft Information-----

Make/Model      - WEATHERLY 201-B  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 3500  
No. of Seats      - 1

Eng Make/Model      - P&W R-985-AN1  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 450 HP

ELT Installed/Activated      - NO -N/A  
Stall Warning System      - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
WYMORE,NE  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 62

Biennial Flight Review

Current      - YES  
Months Since      - 6  
Aircraft Type      - 11AC

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2565	Last 24 Hrs	- 8
Make/Model-	1120	Last 30 Days-	126
Instrument-	0	Last 90 Days-	159

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT SAID THAT SHORTLY AFTER TAKEOFF FOR AN AERIAL APPLICATION OPERATION, THE ACFT SHUDDERED AND SETTLED BACK TO THE GROUND. AFTER ATTAINING ABOUT 10 OR 15 FEET OF ALTITUDE; THE ACFT BOUNCED OFF A FARM FIELD AND CAREENED INTO SOME TREES CAUSING SUBSTANTIAL DAMAGE. THE SURFACE TEMPERATURE WAS 100 DEGREES F. AND THE WIND WAS CALM. THE PLT SAID HE THOUGHT THE WEATHER CONDITONS CONTRIBUTED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 616

7/07/89

WYMORE,NE

A/C Reg. No. N1286W

Time (Lcl) - 1930 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2.    AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

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 MAINTAIN AIRSPEED AND ALTITUDE DURING CLIMBOUT. CONTRIBUTING TO THE ACCIDENT WAS THE HIGH  
DENSITY ALTITUDE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 664      7/12/89      HAY SPRINGS, NE      A/C Reg. No. N79291      Time (Lcl) - 0805 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - AERIAL APPLICATION	Fire	1	0	0	0
Flight Conducted Under - 14 CFR 137	Pass	0	0	0	0
Accident Occurred During - DESCENT	NONE				

-----Aircraft Information-----

Make/Model - CESSNA A-188B	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	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	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 - 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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5000
SE LAND	Months Since - 21	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- 60
		Last 90 Days- 200
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS BEING USED TO SPRAY A FIELD OF MILLET. ON A SOUTH TO NORTH SWATH, THE PILOT PULLED UP AND THE AIRPLANE HIT THE TOP OF A TREE ON THE NORTH END OF THE FIELD. THE AIRPLANE IMPACTED THE TERRAIN IN A NOSE LOW ATTITUDE AND CAME TO REST INVERTED TO THE NORTH OF THE TREE.

Brief of Accident (Continued)

File No. - 664

7/12/89

HAY SPRINGS, NE

A/C Reg. No. N79291

Time (Lc1) - 0805 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
2. OBJECT - TREE(S)
3. PULL-UP - DELAYED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S DELAY IN INITIATING A CLIMB AT THE END OF A SWATH RUN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 764      5/02/89      ALBUQUERQUE, NM      A/C Reg. No. N9121L      Time (Lcl) - 1415 MDT

-----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 - BELLANCA 7ECA	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1776	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SANTE FE, NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	COLORADO
Wind Dir/Speed- 250/012 KTS	ATC/Airspace	Runway Ident - 21
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		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 341
SE LAND	Months Since - 11	Last 24 Hrs - 2
	Aircraft Type - 7ECA	Make/Model- 285
		Instrument- 8
		Last 30 Days- 7
		Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PLT WAS COMPLETING A X-COUNTRY FLT WHEN THE ACCIDENT OCCURRED. HE SAID THAT HE HAD TO SWITCH RUNWAYS BECAUSE OF GUSTING AND VARIABLE WINDS. HE SELECTED RWY 21, A 3,100 X 40 FT ASPHALT RWY. THE TOUCHDOWN SEEMED NORMAL BUT THE PLT SAID HE HAD TO USE FULL RIGHT RUDDER THEN FULL LEFT RUDDER TO MAINTAIN DIRECTIONAL CONTROL. THE PLT SAID THAT A SUDDEN GUST FROM THE LEFT AND REAR OF THE ACFT BLEW DUST AND WEEDS ACROSS THE RWY AND LIFTED THE TAIL OF THE ACFT. THE ACFT CAME TO REST INVERTED AND TO THE RIGHT OF THE RWY.



Brief of Accident (Continued)

File No. - 764

5/02/89

ALBUQUERQUE,NM

A/C Reg. No. N9121L

Time (Lc1) - 1415 MDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. WEATHER CONDITION - TAILWIND
  3.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
INADEQUATE COMPENSATION FOR THE WIND CONDITIONS BY THE PILOT, RESULTING IN A LOSS OF CONTROL DURING LANDING ROLL.  
VARIABLE AND GUSTING WINDS ARE CONSIDERED A CONTRIBUTING FACTOR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 788      5/05/89      DEMING,NM      A/C Reg. No. N3475D      Time (Lcl) - 0615 MDT

-----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	Pass	0	0	0	0
Accident Occurred During -TAKEOFF	NONE				

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - LYCOMING O-360-A1A	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 - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination SANTA TERESA,NM	Airport Data
Completeness - N/A		Runway Ident - 27
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 4000/ 80
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Surface - DIRT
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - NONE	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 369
SE LAND	Months Since - 2	Make/Model- 11
	Aircraft Type - C-170B	Instrument- 0
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 6
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS TAKING OFF TO THE WEST, AT HIS FARM STRIP, A 4,000 X 80 FOOT DIRT STRIP, WITH CALM WINDS. HE STATED THAT HE LOST DIRECTIONAL CONTROL AND THE ACFT STRUCK A FURROW ON THE LEFT SIDE OF THE STRIP. THE ACFT BOUNCED INTO THE AIR, BUT ACCORDING TO THE PLT, DID NOT HAVE FLYING SPEED. THE PLT SAID THERE WERE TREES DIRECTLY IN THE FLIGHT PATH, SO HE ATTEMPTED A SHALLOW LEFT TURN. THE PLT STATED THAT DURING THE TURN, THE LEFT WING STRUCK MORE FURROWS AND THE ACFT CARTWHEELED.

Brief of Accident (Continued)

File No. - 788

5/05/89

DEMING, NM

A/C Reg. No. N3475D

Time (Lcl) - 0615 MDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation       TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation       TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
- 

----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 DURING THE TAKEOFF GROUND RUN, RESULTING IN A LOSS OF CONTROL  
AND COLLISION WITH THE TERRAIN. THE LACK OF EXPERIENCE IN THIS TYPE OF AIRCRAFT IS CONSIDERED TO BE A FACTOR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 647      5/28/89      ANGEL FIRE,NM      A/C Reg. No. N9421N      Time (Lcl) - 1102 MDT

-----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 -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	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	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MIDLAND,TX	ANGEL FIRE
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8900/ 75
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 13000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1611
SE LAND,ME LAND	Months Since - 14	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28R	Make/Model- 800
		Instrument- 311
		Multi-Eng - 15
		Last 30 Days- 12
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TAKEOFF WAS MADE ON RWY 35 WITH A DENSITY ALT CALCULATED TO BE 10,645 FT. THE LOCAL WINDS WERE REPORTED TO BE FROM 270 DEGREES AT 25 KTS WITH GUSTS TO 30 KTS. THE PILOT STATED THE WIND EFFECT ON TAKEOFF WAS "NOTABLY MORE SEVERE" AND THERE WAS MODERATE TURBULENCE. THE ACFT GAINED 300 FT BUT THE TURN TO CROSSWIND RESULTED IN ALTITUDE LOSS. THE PILOT STATED HE COULD NOT MAINTAIN ALTITUDE AND EXECUTED AN OFF ARPT PRECAUTIONARY LANDING WITH THE GEAR UP. THE ARPT FIXED BASE OPERATOR STATED SEVERAL AIRCRAFT ABANDONED LANDINGS AND DIVERTED TO OTHER AIRPORTS DUE TO TURBULENCE AND HIGH WIND.

Brief of Accident (Continued)

File No. - 647

5/28/89

ANGEL FIRE,NM

A/C Reg. No. N9421N

Time (Lc1) - 1102 MDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. WEATHER CONDITION - TURBULENCE
  3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  5. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  7. GEAR EXTENSION - NOT PERFORMED - 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 PROPERLY EVALUATE THE EXISTING WEATHER CONDITIONS AND THE SUBSEQUENT TAKEOFF INTO ADVERSE  
CONDITIONS WHICH DEGRADED THE AIRPLANE'S CLIMB CAPABILITY. THE PILOT PERFORMED AN INTENTIONAL GEAR UP LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 799      7/25/89      VAUGHN,NM      A/C Reg. No. N3137G      Time (Lcl) - 1215 MDT

-----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	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CLOUD MA-5 CHARGER	Eng Make/Model - LYCOMING O-290-G	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1600	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	VAUGHN,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DALHART,TX	Runway Ident - N/A
Wind Dir/Speed- 140/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 600 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1000
SE LAND	Months Since - 9	Last 24 Hrs - 4
	Aircraft Type - MA-5	Make/Model- 208
		Instrument- 0
		Last 30 Days- 13
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO ATTEND THE ANNUAL EAA CONVENTION AT OSHKOSH. THE FLT ORIGINATED IN CALIFORNIA AND MADE AN EMERGENCY LANDING IN GILA BEND, AZ, WHEN THE 78-YR-OLD PASSENGER PASSED OUT DUE TO DEHYDRATION. THE PASSENGER WAS TREATED AND THE TRIP CONTINUED TO BENSON, AZ, WHERE A LANDING WAS MADE TO REPAIR THE ENGINE EXHAUST SYSTEM. THE FLT THEN CONTINUED TO VAUGHN WHERE STORM CELLS WERE ENCOUNTERED AND A LANDING WAS MADE ON AN ABANDONED AIRSTRIP. THE NEXT MORNING THE AIRCRAFT TAXIED TO A SERVICE STATION WHERE IT WAS FUELED TO CAPACITY WITH AUTO FUEL. THE POLICE THEN STOPPED TRAFFIC AND THE FLT DEPARTED TO THE WEST FROM THE HIGHWAY. THE WIND WAS FROM THE SOUTH AND AFTER BECOMING AIRBORNE THE PILOT TURNED TO THE NORTH. THE AIRCRAFT BEGAN TO SETTLE AND THEN STALLED AND CRASHED. THE DENSITY ALTITUDE AT THE TIME OF THE ACCIDENT WAS CALCULATED TO BE 7200 FT.

Brief of Accident (Continued)

File No. - 799

7/25/89

VAUGHN,NM

A/C Reg. No. N3137G

Time (Lcl) - 1215 MDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2.    AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO MAINTAIN ADEQUATE AIRSPEED WHICH RESULTED IN THE AIRCRAFT ENTERING A STALL/MUSH AT TOO LOW AN  
ALTITUDE TO PERMIT RECOVERY. CONTRIBUTING TO THE ACCIDENT WAS THE HIGH DENSITY ALTITUDE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 662      6/11/89      GERLACH,NV      A/C Reg. No. N2873C      Time (Lcl) - 2000 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 -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - LYCOMING O-360	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 - 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	BECKWOURTH,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SOLDIERS MEADOW,NV	
Wind Dir/Speed- 160/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 3250
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE LANDED ON AN OPEN AREA TO PICK UP FIRE WOOD FOR A CAMPING TRIP. DURING THE LANDING ROLL THE AIRPLANE NOSED OVER IN MUD. THE PILOT REPORTED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTION WITH THE AIRPLANE AT THE TIME OF THE ACCIDENT.



Brief of Accident (Continued)

File No. - 662

6/11/89

GERLACH,NV

A/C Reg. No. N2873C

Time (Lcl) - 2000 PDT

-----  
Occurrence #1        ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation    LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
  2. JUDGEMENT - POOR - PILOT IN COMMAND
  3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT DISPLAYED POOR JUDGEMENT BY SELECTING UNSUITABLE TERRAIN FOR LANDING. AS A RESULT, THE AIRPLANE NOSED OVER  
DURING THE LANDING ROLL ON THE SOFT TERRAIN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 661 6/11/89 MINDEN,NV

A/C Reg. No. N34211

Time (Lcl) - 1100 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -STANDING

Aircraft Damage  
DESTROYED  
Fire ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 177B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2500  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1F6  
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- 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  
YERINGTON,NV

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

DOUGLAS CO.  
Runway Ident - 34  
Runway Lth/Wid - 7395/ 100  
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 - 14  
Aircraft Type - C-177B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 180  
Make/Model- 90  
Instrument- 0  
Last 24 Hrs - 0  
Last 30 Days- 6  
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF, THE ENGINE SUDDENLY QUIT. THE PILOT ATTEMPTED A RESTART THEN NOTED THAT SMOKE WAS COMING FROM THE ENGINE COMPARTMENT. SHORTLY THEREAFTER, A FIRE STARTED. THE PILOT AND PASSENGER EXITED THE AIRPLANE AS IT WAS CONSUMED BY FIRE. POST CRASH INVESTIGATION REVEALED THAT THE NIPPLE INSTALLED ON THE PRESSURE SIDE OF THE FUEL PUMP, LEADING TO THE INTAKE LINE OF THE CARBURETOR, WAS BENT. A CRACK WAS NOTED WITHIN THE THREADED PORTION OF THE NIPPLE. THE AIRPLANE HAD BEEN INSPECTED 14 HOURS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 661

6/11/89

MINDEN,NV

A/C Reg. No. N34211

Time (Lc1) - 1100 PDT

---

Occurrence #1        FIRE  
Phase of Operation    STANDING

Finding(s)

1. FUEL SYSTEM,LINE - BENT
  2. FUEL SYSTEM,LINE - CRACKED
  3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE INADEQUATE MAINTENANCE WHICH CAUSED A CRACK IN THE FUEL PRESSURE LINE LEADING INTO THE CARBURETOR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 660      6/14/89      LAS VEGAS,NV      A/C Reg. No. N4769U      Time (Lcl) - 1530 PDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-LAKE MEAD AIR INC.	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	5
Accident Occurred During	-TAXI						

-----Aircraft Information-----

Make/Model	- CESSNA TU206G	Eng Make/Model	- CONTINENTAL TS10-520-M	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	GRAND CANYON,AZ			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LAS VEGAS,NV		MCCARRAN INT.	
Wind Dir/Speed	- 180/007 KTS			Runway Ident	- 19R
Visibility	- 50.0 SM	ATC/Airspace		Runway Lth/Wid	- 5001/ 75
Lowest Sky/Clouds	- UNK/NR SCATTERED	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- VFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
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	Current - YES	Total - 1580	Last 24 Hrs - 5
SE LAND	Months Since - 4	Make/Model - 12	Last 30 Days - 100
	Aircraft Type - C-172	Instrument - 131	Last 90 Days - 270
		Multi-Eng - 85	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE AIRPLANE DECELERATED AND THE FLAPS WERE RETRACTED. AS THE PILOT TURNED OFF THE RUNWAY ONTO A TAXIWAY, A GUST OF WIND PICKED THE AIRPLANE UP AND TURNED IT 90 DEGREES TO THE LEFT. THE PILOT WAS UNABLE TO REGAIN CONTROL AS THE AIRPLANE SKIDDED ACROSS THE GROUND AND CAME TO REST IN A DRAINAGE DITCH. DUST DEVILS WERE REPORTED IN THE VICINITY OF THE AIRPORT.

Brief of Accident (Continued)

File No. - 660

6/14/89

LAS VEGAS,NV

A/C Reg. No. N4769U

Time (Lcl) - 1530 PDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. DIRECTIONAL CONTROL - NOT MAINTAINED -
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE LOSS OF DIRECTIONAL CONTROL AS A RESULT OF GUSTING WIND CONDITIONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 659      6/21/89      BATTLE MOUNTAIN,NV      A/C Reg. No. N9830      Time (Lcl) - 0955 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	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	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - GRUMMAN-SCHWEIZER G-164A	Eng Make/Model - P&W R-1340-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WINNEMUCCA,NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ELKO,NV	
Wind Dir/Speed- 020/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5000
SE LAND	Months Since - 10	Make/Model- 19
	Aircraft Type - C-182RG	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- 19
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT, THE ENGINE LOST POWER. THE PILOT INITIATED A FORCED LANDING ON A ROAD, FLARED HIGH TO AVOID IMPACT WITH A VEHICLE ON THE ROAD AND THE AIRCRAFT STALLED, RESULTING IN A HARD LANDING. THE AIRCRAFT IMPACTED A FENCE AND NOSED OVER INTO A DITCH. INSPECTION OF THE ENGINE REVEALED A BROKEN NUMBER TWO ROCKER ARM.

Brief of Accident (Continued)

File No. - 659

6/21/89

BATTLE MOUNTAIN,NV

A/C Reg. No. N9830

Time (Lcl) - 0955 PDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,ROCKER ARM/TAPPET - FAILURE,TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - VEHICLE
3. FLARE - PREMATURE - PILOT IN COMMAND

Occurrence #4      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #5      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 LOSS OF ENGINE POWER IN FLIGHT DUE TO A BROKEN NUMBER TWO ROCKER ARM. CONTRIBUTING TO THE ACCIDENT WAS THE  
VEHICLE ON THE ROAD WHICH RESULTED IN THE PILOT FLARING PREMATURELY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 699      8/06/89      BOULDER CITY,NV      A/C Reg. No. N9916K      Time (Lc1) - 1845 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier -HELICOPTER SERVICES	SUBSTANTIAL		Fatal	0	0	0	1
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	0	4
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0	0	4
Accident Occurred During -DESCENT							

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 425 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	LAS VEGAS,NV	Runway Ident - N/A
Wind Dir/Speed- 170/025 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2200
	Months Since - 1	Make/Model- 300
HELICOPTER	Aircraft Type - 206BII	Instrument- 322
		Last 24 Hrs - 4
		Last 30 Days- 48
		Last 90 Days- 104
		Rotorcraft - 2200

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING A SIGHTSEEING FLIGHT, THE PILOT DESCENDED THE HELICOPTER TO A LOW ALTITUDE AND DECREASED AIRSPEED. THE PILOT THEN REPORTED THAT THE HELICOPTER LOST TAIL ROTOR EFFECTIVENESS AND BEGAN TO SPIN. THE PILOT WAS UNABLE TO REGAIN CONTROL OF THE HELICOPTER PRIOR TO IT TOUCHING DOWN HARD. THE PILOT REPORTED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE HELICOPTER AT THE TIME OF THE ACCIDENT.



Brief of Accident (Continued)

File No. - 699

8/06/89

BOULDER CITY, NV

A/C Reg. No. N9916K

Time (Lc1) - 1845 PDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - GROUND
7. AUTOROTATION - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
PILOT DISPLAYED POOR INFLIGHT PLANNING WHILE MANEUVERING. THE PILOT DID NOT IDENTIFY THE WIND CONDITIONS RESULTING  
IN A LOSS OF DIRECTIONAL CONTROL. THE PILOT'S CORRECTIVE ACTION WAS INADEQUATE AND AS RESULT, THE HELICOPTER COLLIDED  
WITH THE TERRAIN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 698      8/15/89      MINDEN,NV      A/C Reg. No. N300Y      Time (Lcl) - 1405 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	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - SCHLEICHER ASW-20BL	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1157	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	MINDEN
Wind Dir/Speed- 280/005 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5289/ 75
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		HIGH VEGETATION
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 - 970
SE LAND	Months Since - 4	Make/Model- 510
GLIDER	Aircraft Type - 103	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 25
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL PLEASURE FLIGHT, WHILE STILL IN TOW, THE TOW PLT TRANSMITTED TO THE GLIDER. THE GLIDER PLT COULD NOT UNDERSTAND THE TRANSMISSION AND SHORTLY THEREAFTER NOTED THAT THE TOW PLANES RUDDER WAS WAGGING. THE GLIDER PLT THOUGHT THAT THE TOW PLT WANTED HIM TO RELEASE. THE GLIDER PLT RELEASED FROM THE TOW AT APRX 100' AGL WHICH RESULTED IN A HARD LANDING. LATER, THE GLIDER PLT WAS NOTIFIED THAT THE REASON FOR THE TRANSMISSION AND THE RUDDER WAG WAS THAT HE WAS BEING NOTIFIED THAT THE SPOILERS HAD DEPLOYED. THE PLT DID NOT CHECK DURING THE PREFLIGHT INSPECTION IF THE SPOILERS HAD BEEN LOCKED.

Brief of Accident (Continued)

File No. - 698

8/15/89

MINDEN,NV

A/C Reg. No. N300Y

Time (Lcl) - 1405 PDT

Occurrence #1           HARD LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. EMERGENCY PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND
3. RADIO COMMUNICATIONS - NOT UNDERSTOOD - PILOT IN COMMAND
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. FLIGHT CONTROL,SPEED BRAKE - UNLOCKED
6. SPOILER EXTENSION - INADVERTENT -
7. GLIDER TOW RELEASE - PREMATURE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
MISUNDERSTOOD EMERGENCY PROCEDURES, THE GLIDER PILOT RELEASED FROM THE TOW WHICH RESULTED IN A HARD LANDING. THE  
PILOT'S PREFLIGHT OF THE GLIDER AND RADIO COMMUNICATIONS WERE INADEQUATE BEFORE AND DURING THE FLIGHT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 654      5/23/89      ATLANTIC OCEAN,      A/C Reg. No. N5548X      Time (Lcl) - 0300 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -FERRY  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - AYRES S2R  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 6000  
No. of Seats      - 1

Eng Make/Model      - P&W PT6A-34AG  
Number Engines      - 1  
Engine Type      - TURBOPROP  
Rated Power      - 750 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - COMMERCIAL WX SERVICE  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - UNK/NR  
Wind Dir/Speed-      UNK/NR  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision-      FOG  
Precipitation      - FREEZING RAIN  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SHANNON  
Destination  
REKJAVIK

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - SPECIAL VFR  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND  
HELICOPTER

Age - 59

Biennial Flight Review  
Current      - YES  
Months Since      - 18  
Aircraft Type      - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)	
Total	- 13600
Make/Model-	2313
Instrument-	271
Multi-Eng -	1350
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR
Rotorcraft -	1428

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DEPARTED SHANNON, IRELAND UNDER A TWO AIRCRAFT VFR FLIGHT PLAN AND HAD BECOME SEPARATED DURING THE SPECIAL VFR DEPARTURE. UPON APPROACHING FRONTAL ACTIVITY N5548X WAS APPROXIMATELY 10 MILES SOUTH OF THE COMPANION AIRCRAFT AND ELECTED TO DEVIATE SOUTH OF A STORM ON HIS COURSE. THE PILOT REPORTED TO HIS COMPANION AIRCRAFT, NORTH OF THE STORM, THAT HE HAD ENCOUNTERED RAIN AND THEN ICING CONDITIONS. THE AIRCRAFT WAS NOT EQUIPPED WITH A HEATED PILOT SYSTEM. RESCUE AIRCRAFT REPORTED THAT SEA FOG EXISTED IN THE AREA OF THE ACCIDENT. THE INADVERTENT ENCOUNTER WITH WEATHER WAS NOT SUCCESSFULLY RESOLVED AND THE PILOT RECEIVED FATAL INJURIES UPON IMPACT WITH THE WATER.

Brief of Accident (Continued)

File No. - 654

5/23/89

ATLANTIC OCEAN,

A/C Reg. No. N5548X

Time (Lcl) - 0300 PDT

-----  
Occurrence #1           IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
  2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2           IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S CONTINUED FLIGHT FROM VMC TO IMC, WITH ICING CONDITIONS, FROM WHICH RECOVERY WAS NOT SUCCESSFUL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 749      1/14/89      RUSSELLS POINT, OH      A/C Reg. No. N4585B      Time (Lcl) - 1230 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	1	2

-----Aircraft Information-----

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-J	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	URBANA, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 140/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 75
Lowest Sky/Clouds - 1100 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 7000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - FREEZING RAIN		
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 - 2000
SE LAND	Months Since - 19	Last 24 Hrs - UNK/NR
	Aircraft Type - C-180	Make/Model- 500
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE ENCOUNTERED A FREEZING MIST DURING CRUISE. HE ELECTED TO DIVERT TO HIS HOME AIRSTRIP. DURING APPROACH, THE WINDSHIELD ICED OVER. JUST AFTER TOUCHDOWN, ALL FWD VISIBILITY WAS LOST. THE PLT ELECTED TO STAY TOWARD THE RT SIDE OF THE AIRSTRIP DURING ROLLOUT, TO AVOID TREES ON THE LEFT SIDE. THE AIRPLANE SUBSEQUENTLY RAN OFF THE RT SIDE INTO A MUDDY FIELD AND NOSED OVER. THE PLT DID NOT REPORT THAT HE HAD OBTAINED ANY WX BRIEFINGS PRIOR TO THE FLT. NO RECORD OF HIS HAVING OBTAINED ANY WX BRIEFINGS WAS FOUND. A WX REPORTING STATION LOCATED ABOUT 37 MILES AWAY REPORTED LIGHT FREEZING RAIN & FOG ABOUT 2<sup>1</sup>/<sub>2</sub> MINUTES BEFORE DEPARTURE.

Brief of Accident (Continued)

File No. - 749

1/14/89

RUSSELLS POINT, OH

A/C Reg. No. N4585B

Time (Lc1) - 1230 EST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
  4. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
- 

Occurrence #2            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

5. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
  6. VISUAL LOOKOUT - RESTRICTED -
  7. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3            NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SOFT
  9. TERRAIN CONDITION - WET
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S INACCURATE EVALUATION OF WEATHER CONDITION, AND HIS FAILURE TO USE AVAILABLE WEATHER BRIEFING RESOURCES. AS  
A RESULT, THE PILOT ENCOUNTERED STRUCTURAL ICING WHICH COVERED THE WINDSCREEN, BLOCKING FORWARD VISIBILITY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 750      1/14/89      HAMILTON, OH      A/C Reg. No. N21531      Time (Lcl) - 0803 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					None
					1
					1

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CINCINNATI, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	INDIANAPOLIS, IN	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 306
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 274
		Last 30 Days- 20
		Instrument- 17
		Last 90 Days- 71
		Rotorcraft - 0
		Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE LOST 50% POWER JUST AFTER TAKEOFF. THE PLT APPLIED FULL CARB HEAT FOR ABOUT 3 MINUTES, THEN MOVED THE CARB HEAT CONTROL TO THE HALF-ON POSITION. THE AIRPLANE REMAINED AIRBORNE FOR SEVERAL MORE MINUTES AS HE ATTEMPTED TO LOCATE A SUITABLE LDG AREA. THE PLT OBSERVED THAT THE ENGINE MANIFOLD PRESSURE WOULD NOT EXCEED 23 INCHES EVEN WITH FULL THROTTLE. THE ENGINE EVENTUALLY LOST ALL POWER AND A FORCED LDG WAS MADE IN A SOFT FIELD. THE AIRPLANE NOSED OVER DURING THE LDG. AFTER THE AIRPLANE WAS RECOVERED FROM THE CRASH SITE, AN ATTEMPT WAS MADE TO RUN THE ENGINE; IT RAN ROUGH WHEN FIRST STARTED, THEN SMOOTHED OUT AND DEVELOPED PWR. THE ENGINE DEVELOPED NEAR-MAXIMUM RATED RPM, AND NO PROBLEMS WERE NOTED. EXAMINATION OF CARBURETOR ICING PROBABILITY CURVE REVEALED THAT REPORTED WX CONDITIONS WERE FAVORABLE FOR LIGHT ICING AT GLIDE OR CRUISE PWR.



Brief of Accident (Continued)

File No. - 750

1/14/89

HAMILTON, OH

A/C Reg. No. N21531

Time (Lcl) - 0803 EST

-----  
Occurrence #1        LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING

Finding(s)

3. TERRAIN CONDITION - SOFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S IMPROPER USE OF THE CARBURETOR HEAT CONTROL WHICH RESULTED IN A LOSS OF ENGINE POWER. CONTRIBUTING  
TO THE ACCIDENT WERE CONDITIONS CONDUCIVE TO CARBURETOR ICE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 776      2/01/89      GALION, OH      A/C Reg. No. N8121B      Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	2

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2200  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 HP

ELT Installed/Activated - YES/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- 010/013 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 3500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MT. GILEAD, OH  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TOUCH AND GO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

GALION MUNICIPAL  
Runway Ident - 23  
Runway Lth/Wid - 3500/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 33  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 100  
Last 24 Hrs - 1  
Make/Model- 22  
Last 30 Days- 2  
Instrument- 1  
Last 90 Days- 4  
Multi-Eng - 0  
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE STALLED AND CRASHED SHORTLY AFTER A DOWNWIND TOUCH & GO LDG. THE PLT REPORTED THAT HE DID NOT CHECK THE ARPT WINDSOCK PRIOR TO THE LDG. THE AIRPLANE TOUCHED DOWN ABOUT 1/3 DOWN THE 3,500 FT RWY WITH FULL FLAPS (40 DEGREES). THE PLT THEN INITIATED T/O BY FIRST ADDING POWER. BEFORE HE COULD RAISE THE FLAPS THE AIRPLANE BECAME AIRBORNE & CLIMBED TO ABOUT 100 FT. HE THEN ELECTED TO LEAVE THE FLAPS DOWN BECAUSE OF LOW AIRSPEED AND THE POSSIBILITY OF STALLING. THE AIRPLANE BEGAN TO DESCEND, AND SUBSEQUENTLY IMPACTED THE GROUND WITH THE RT MAIN & NOSE LDG GEAR ABOUT 300 YDS SOUTH OF THE ARPT. A WITNESS REPORTED THAT THE AIRPLANE MAINTAINED A HIGH ANGLE OF ATTACK AS IT DESCENDED. THE PILOT NOTED THAT THE WIND HAD BEEN BLOWING FROM THE OPPOSITE DIRECTION EARLIER IN THE FLT.

Brief of Accident (Continued)

File No. - 776

2/01/89

GALION, OH

A/C Reg. No. N8121B

Time (Lc1) - 1500 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF

Finding(s)

1. TOUCH-AND-GO - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
6. LIFT-OFF - PREMATURE - PILOT IN COMMAND
7. LIFT-OFF - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO RETRACT THE FLAPS PRIOR TO ADDING POWER FOR TAKEOFF RESULTING IN A PREMATURE LIFT-OFF, AND THE  
PILOT'S FAILURE TO MAINTAIN CONTROL OF THE AIRPLANE AFTER LIFT-OFF WHICH RESULTED IN A STALL/MUSH.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 730      2/09/89      CLEVELAND, OH      A/C Reg. No. N6269Q      Time (Lcl) - 0045 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier -BOWMAN AVIATION	DESTROYED		Fatal	Serious
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	Crew	1	0
Flight Conducted Under -14 CFR 135	UNK/NR	Pass	0	0
Accident Occurred During -DESCENT				Minor
				0
				None
				0

-----Aircraft Information-----

Make/Model - CESSNA 310Q	Eng Make/Model - CONTINENTAL IO-470-V	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CLEVELAND, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CLEVELAND, OH	
Wind Dir/Speed- 250/025 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 6800
SE LAND, ME LAND	Months Since - 3	Make/Model- 2000
	Aircraft Type - C-310Q	Instrument- 300
		Multi-Eng - 3280
		Last 24 Hrs - 5
		Last 30 Days- 100
		Last 90 Days- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD DIVERTED INTO CLEVELAND HOPKINS AIRPORT WHEN THE WEATHER AT THE INTENDED DESTINATION OF BURKE LAKEFRONT WORSENER TO BELOW LANDING MINIMUMS. AFTER ABOUT 30 MINUTES ON THE GROUND AT CLE AND AFTER A TELEPHONE CALL TO THE COMPANY DISPATCHER THE PILOT ELECTED TO FLY THE AIR CARGO TO BKL. AFTER DEPARTING CLE, THE AIRPLANE DISAPPEARED FROM RADAR AND RADIO CONTACT WAS LOST. THE PILOT'S BODY WAS RECOVERED FROM LAKE ERIE ON JULY 10, 1989. IT WAS REPORTED THAT A SNOW STORM WAS IN PROGRESS IN THE AREA WHERE RADIO AND RADIO CONTACT WITH THE AIRPLANE WAS LOST AT THE TIME OF THE DISAPPEARANCE. THE AIRPLANE WRECKAGE HAS NOT BEEN RECOVERED.

Brief of Accident (Continued)

File No. - 730

2/09/89

CLEVELAND, OH

A/C Reg. No. N6269Q

Time (Lcl) - 0045 EST

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Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - SNOW
  3. DESCENT - NOT CORRECTED - PILOT IN COMMAND
  4. UNDETERMINED
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
AN UNCONTROLLED DESCENT INTO THE WATER FOR UNDETERMINED REASONS.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 665      3/11/89      STEUBENVILLE, OH      A/C Reg. No. N12208      Time (Lcl) - 1745 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	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CHAMPION 7KCAB	Eng Make/Model - LYCOMING IO-320	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WINTERSVILLE, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JEFFERSON COUNTY AIRPARK
Wind Dir/Speed- 240/004 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3310/ 35
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
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	Current - YES	Total - 2455
SE LAND	Months Since - 17	Make/Model- 50
	Aircraft Type - B95	Instrument- 256
		Multi-Eng - 359
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CONDUCTING AEROBATIC FLIGHT, THE PILOT LOST COMPLETE RUDDER CONTROL WHEN THE CONTROL CABLE FAILED. THE PILOT MANAGED TO RETURN TO THE AIRPORT AND LAND; HOWEVER, HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL AFTER TOUCHDOWN. THE AIRPLANE DEPARTED THE RUNWAY AND COLLIDED WITH TREES. THE WRECKAGE EXAMINATION REVEALED THAT THE RUDDER CONTROL CABLE HAD FAILED. THE FRACTURE FACES ON MOST STRANDS RESEMBLED A FAILURE RESULTING FROM AN ELECTRICAL ARC. THERE WERE TWO INSPECTION PANELS IN THE VICINITY OF THE FAILED CABLE. THE EXACT CAUSE OF THE CABLE FAILURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 665

3/11/89

STEUBENVILLE, OH

A/C Reg. No. N12208

Time (Lc1) - 1745 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation MANEUVERING

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL CABLE/ROD - FAILURE, TOTAL
2. FLT CONTROL SYST, RUDDER CONTROL CABLE/ROD - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - 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 - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE RUDDER CONTROL CABLE FAILED WHICH RENDERED THE CONTROL SURFACE INOPERATIVE. THE LOSS OF RUDDER PRECLUDED THE  
PILOT FROM MAINTAINING DIRECTIONAL CONTROL AFTER LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 626      3/13/89      BEXLEY, OH      A/C Reg. No. N300PP      Time (Lcl) - 0720 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-OTHER WORK USE	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 - 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 - 3100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 110/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point COLUMBUS, OH</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p> <p>HELICOPTER</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - H-269C</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4360</p> <p>Make/Model- 250</p> <p>Instrument- 255</p> <p>Multi-Eng - 20</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 25</p> <p>Last 90 Days- 150</p> <p>Rotorcraft - 3700</p>
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Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER WAS IN CRUISE FLIGHT AT 500 FEET AGL WHEN THE ENGINE QUIT WITHOUT WARNING. AN AUTOROTATION WAS EXECUTED TO AN OPEN FIELD. THE TAILBOOM WAS SEVERED BY THE MAIN ROTOR BLADES. POST ACCIDENT EXAMINATION OF THE ENGINE REVEALED THE NO. 1 CYLINDER EXHAUST VALVE FAILED. FURTHER INVESTIGATION REVEALED THE ENGINE HAD BEEN DAMAGED PREVIOUSLY OVERSPED ABOUT 60 HOURS PRIOR TO THE EXHAUST VALVE FAILURE. ENGINE MAINTENANCE RECORDS CONTAINED NO EVIDENCE OF AN OVERSPEED INSPECTION BUT DID REVEAL THAT THE NO. 2 CYLINDER WAS REMOVED BECAUSE OF OIL FOULING. THE ENGINE WAS OPERATED TWO TENTHS OF AN HOUR AFTER REPLACEMENT OF THE CYLINDER AND SUFFERED FAILURE OF THE NO. 1 CYLINDER EXHAUST VALVE.



Brief of Accident (Continued)

File No. - 626

3/13/89

BEXLEY, OH

A/C Reg. No. N300PP

Time (Lc1) - 0720 EST

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Occurrence #1            LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - FAILURE, TOTAL
  2. ENGINE ASSEMBLY - OVERSPEED
  3. ENGINE ASSEMBLY - PREVIOUS DAMAGE
  4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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Occurrence #3            HARD LANDING  
Phase of Operation      LANDING

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-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE INADEQUATE MAINTENANCE INSPECTION OF THE ENGINE FOLLOWING EVIDENCE OF PREVIOUS DAMAGE WHICH LED TO THE FAILURE OF  
THE NO. 1 CYLINDER EXHAUST VALVE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 629      3/26/89      NEW CARLISLE, OH      A/C Reg. No. N283G      Time (Lcl) - 1155 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	2
Accident Occurred During - MANEUVERING					

-----Aircraft Information-----

Make/Model - BEECH B24R	Eng Make/Model - LYCOMING IO-360-A1B6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ANDY BARNHART MEMORIAL
Wind Dir/Speed- 240/015 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 529
SE LAND	Months Since - 19	Make/Model- 10
	Aircraft Type - H35	Instrument- 22
		Last 24 Hrs - 0
		Last 30 Days- 3
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF FROM RWY 27, WHEN THE ACFT CLIMBED ABOUT 200 FT, THE PLT REPORTED FEELING A "JOLT" ON THE CONTROLS. AS HE STARTED A LEFT TURN, THE ACFT STARTED TO "FALL OFF" TO THE RIGHT. AFTER THE ACFT DESCENDED INTO TREE TOPS, THE PLT RETRACTED THE LANDING GEAR AND REGAINED CONTROL OF THE ACFT. HE CONTINUED TO TURN AND MADE A LANDING ON A GRASS STRIP ON THE ARPT. THE PLT REPORTED THAT HE BELIEVED THE LEFT WING COLLIDED WITH A BIRD. NO BIRD REMAINS WERE FOUND ON THE ACFT. THERE WAS EVIDENCE OF A TREE STRIKE.

Brief of Accident (Continued)

File No. - 629

3/26/89

NEW CARLISLE, OH

A/C Reg. No. N283G

Time (Lc1) - 1155 EST

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Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    CLIMB

Finding(s)  
1. OBJECT - UNDETERMINED  
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Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)  
2. ALTITUDE - NOT ATTAINED - PILOT IN COMMAND  
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND  
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND  
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND  
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 CLEAR THE TREES AFTER THE IN-FLIGHT COLLISION WITH AN UNDETERMINED OBJECT. HE ALLOWED THE  
ALTITUDE TO DECREASE TO THE POINT OF COLLIDING WITH TREES BEFORE INITIATING REMEDIAL ACTION TO MAINTAIN FLIGHT AND  
LAND THE AIRPLANE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 733      4/01/89      BOWLING GREEN, OH      A/C Reg. No. N1044Z      Time (Lcl) - 1550 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 150L	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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	WOOD COUNTY
Wind Dir/Speed- 240/009 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 75
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 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 - 34	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 - 0
	Aircraft Type - N/A	Make/Model- 14
		Last 30 Days- 5
		Instrument- 0
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

DURING HIS THIRD SUPERVISED SOLO FLIGHT, THE STUDENT PILOT WAS REMAINING IN CLOSED TRAFFIC FOR TAKEOFF AND LANDING PRACTICE. ON THE FOURTH LANDING, THE STUDENT REPORTED THAT HE WAS JUST ABOUT READY TO FLARE WHEN HE FELT THE AIRPLANE SINK. HE ADDED POWER AND THE AIRPLANE HIT THE RUNWAY AND BOUNCED. DURING THE SECOND TOUCHDOWN, THE NOSE GEAR COLLAPSED AND THE AIRPLANE SLID TO A STOP ON ITS MAIN GEAR AND NOSE SECTION. THE LOCAL WIND WAS NEARLY ALIGNED WITH THE RUNWAY AT ABOUT 6 KNOTS. WX DATA LISTED ABOVE WAS FROM AN OBSERVATION AT A WX REPORTING STATION 15 MILES FROM THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 733

4/01/89

BOWLING GREEN, OH

A/C Reg. No. N1044Z

Time (Lc1) - 1550 EST

-----  
Occurrence #1           HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
  2.     LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2           NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
  5. 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 STUDENT PILOT FAILED TO MAINTAIN CONTROL OF THE AIRCRAFT WHEN HE MISJUDGED THE HEIGHT OF THE LANDING FLARE. THE  
RECOVERY FROM THE BOUNCED LANDING WAS INADEQUATE AND THE NOSE GEAR COLLAPSED UPON IMPACT WITH THE RUNWAY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 740      4/10/89      MIAMISBURG,OH      A/C Reg. No. N9688B      Time (Lcl) - 1030 EDT

-----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	0	
Accident Occurred During	-LANDING - FLARE/TOUCHDOWN							

-----Aircraft Information-----

Make/Model	- CESSNA 172RG	Eng Make/Model	- LYCOMING O-360-F1A6	ELT Installed/Activated	- YES/NO
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	- 180 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	TOLEDO,OH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DAYTON GENERAL ARPT SOUTH
Wind Dir/Speed- 010/004 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - UNK/NR
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 - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 670	Last 24 Hrs - 2
SE LAND	Months Since - 12	Make/Model- 235	Last 30 Days- 8
	Aircraft Type - CE172RG	Instrument- 53	Last 90 Days- 12
		Multi-Eng - 0	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOLLOWING IFR FLIGHT PIC LANDED AT UNCONTROLLED FIELD. ON LANDING ROLL LEFT MAIN GEAR COLLAPSED. SUBSEQUENT EXAM OF ACFT REVEALED A CHAFED WIRE FOR NOSE GEAR MICRO SWITCH GROUNDED AGAINST AIRFRAME. RESULTED IN GEAR MOTOR CB OPENING & STOPPING GEAR EXTENSION PRIOR TO FULL EXTENSION OF LEFT MAIN GEAR. ALSO, INTERNAL FAILURE OF THROTTLE WARNING SWITCH DID NOT PROVIDE AN UNSAFE GEAR VISUAL OR AURAL WARNING.

Brief of Accident (Continued)

File No. - 740

4/10/89

MIAMISBURG,OH

A/C Reg. No. N9688B

Time (Lcl) - 1030 EDT

Occurrence #1      GEAR NOT EXTENDED  
Phase of Operation      LANDING

Finding(s)

1. ELECTRICAL SYSTEM,ELECTRIC WIRING - CHAFED
2. ELECTRICAL SYSTEM,CIRCUIT BREAKER - OPEN
3. LANDING GEAR,GEAR INDICATING SYSTEM - FALSE INDICATION
4. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
INTERMITTANT GROUNDING OF AN ELECTRICAL WIRE TO THE NOSE LANDING GEAR. THE CHAFED WIRE RESULTED IN THE OPENING OF THE  
LANDING GEAR MOTOR CIRCUIT BREAKER PREVENTING FULL EXTENSION OF THE LEFT MAIN LANDING GEAR. A SECONDARY FAILURE OF  
THE THROTTLE WARNING SWITCH PRECLUDED A VISUAL OR AURAL WARNING OF THE UNSAFE GEAR POSITION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 628      5/04/89      RAVENNA, OH      A/C Reg. No. N47316      Time (Lcl) - 1810 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 152  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1670  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235-L2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 110 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 180/012 KTS  
Visibility      - 12.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

PORTAGE COUNTY  
Runway Ident      - 27  
Runway Lth/Wid      - 3500/ 75  
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      - 10  
Aircraft Type      - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 129	Last 24 Hrs	- 1
Make/Model-	47	Last 30 Days-	1
Instrument-	0	Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD BEEN FLYING IN THE LOCAL AREA FOR ABOUT 40 MINUTES AND HAD PLANNED TO MAKE A "FEW TAKEOFFS AND LANDINGS" FOR PRACTICE. HE HAD MADE ONE DUAL AND TWO SOLO FLIGHTS SINCE THE FIRST OF THE YEAR PRIOR TO THIS FLIGHT. HE MADE AN APPROACH TO RUNWAY 27 WITH THE WIND FROM 180 AT 12 KNOTS GUSTING TO 16. AFTER TOUCHDOWN, THE AIRPLANE VEERED TO THE LEFT AND RAN OFF THE RUNWAY. THE NOSE GEAR COLLIDED WITH A DITCH AND THE AIRPLANE NOSED OVER. THE CROSSWIND COMPONENT EXCEEDED THE PUBLISHED DEMONSTRATED CROSSWIND CAPABILITY OF THE AIRPLANE.



Brief of Accident (Continued)

File No. - 628

5/04/89

RAVENNA, OH

A/C Reg. No. N47316

Time (Lc1) - 1810 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
5. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
6. PERFORMANCE DATA - EXCEEDED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
PILOT IN COMMAND FAILED TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT WHILE LANDING IN A GUSTY CROSSWIND. THE  
CROSSWIND COMPONENT EXCEEDED THE PUBLISHED DEMONSTRATED CROSSWIND CAPABILITY OF THE AIRPLANE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 761      5/29/89      WILMINGTON, OH      A/C Reg. No. N8213W      Time (Lcl) - 2220 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 2	1	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MYRTLE BEACH, SC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 210/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 112
SE LAND	Months Since - 9	Make/Model- 89
	Aircraft Type - PA-28	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

TWO PVT RATED PLTS AND TWO PAX DEPARTED MYRTLE BCH AT APPROX 1800. THEIR DESTINATION WAS APPROX 415 NM AND THE MAG HEADING WAS APPROX 324 DEGREES. THE WINDS ALOFT AT THE CRUISE ALTITUDE OF 8,500 FT WERE 290 DEGS AT 25 KTS. THE CALCULATED GROUNDSPED WAS 83 KTS. THE AIRPLANE DEPARTED WITH 50 GALLONS OF FUEL. THE ACCIDENT OCCURRED AT APPROX 2220, ABOUT .5 MILES FROM THE DESTINATION ARPT. THE POST CRASH EXAM OF THE WRECKAGE REVEALED 10 OUNCES OF FUEL IN EACH WING FUEL TANK.

Brief of Accident (Continued)

File No. - 761

5/29/89

WILMINGTON, OH

A/C Reg. No. N8213W

Time (Lc1) - 2220 EDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. OBJECT - TREE(S)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT TO ASSURE AN ADEQUATE FUEL SUPPLY AND HIS FAILURE TO REFUEL EN ROUTE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 690      5/23/89      EDMOND,OK      A/C Reg. No. N3940X      Time (Lcl) - 2200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	2

-----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 - 2900	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	OFF AIRPORT/STRIP
Method - N/A	OKLAHOMA CITY,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	STILLWATER,OK	
Wind Dir/Speed- 160/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 560
SE LAND,SE SEA	Months Since - 2	Make/Model- 54
	Aircraft Type - PA-34	Instrument- 62
		Multi-Eng - 17
		Last 24 Hrs - UNK/NR
		Last 30 Days- 26
		Last 90 Days- 45
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS ON A PERSONAL NIGHT CROSS-COUNTRY FLIGHT WHEN THE PILOT NOTICED A RAPID LOSS OF OIL PRESSURE AND A FULL INCREASE OF PROPELLER RPM. HE HEADED TOWARD THE NEAREST AIRPORT BUT THE ENGINE FAILED COMPLETELY. DURING THE FORCED LANDING, THE AIRPLANE TOUCHED DOWN SHORT OF A IRON PIPE FENCE. THE PILOT TRIED TO PULL THE AIRPLANE UP OVER THE FENCE BUT THE LANDING GEAR SHEARED OFF WHEN IT HIT THE TOP OF THE FENCE. INSPECTION REVEALED THERE WAS NO OIL IN THE ENGINE, NO SUMP PLUG IN THE ENGINE, AND NO EVIDENCE OF THE SUMP PLUG HAVING EVER BEEN SAFETIED. THE NUMBER TWO CYLINDER ALSO HAD A HOLE IN IT.

Brief of Accident (Continued)

File No. - 690

5/23/89

EDMOND,OK

A/C Reg. No. N3940X

Time (Lc1) - 2200 CDT

Occurrence #1        LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL QUICKDRAIN/DRAIN PLUG - MISSING
2. MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL
3. FLUID,OIL - EXHAUSTION
4. ENGINE ASSEMBLY - FAILURE,TOTAL

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

5. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
IMPROPER MAINTENANCE PERFORMED BY THE COMPANY MECHANIC WHO FAILED TO TIGHTEN THE OIL SUMP PLUG, AND ALSO FAILED TO  
SAFETY IT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 674      4/13/89      ARLINGTON,OR      A/C Reg. No. N4811D      Time (Lcl) - 1905 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	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/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- UNK/NR  
Visibility      - 20.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
PASCO,WA  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

NONE  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - 3000/      60  
Runway Surface      - DIRT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - UNK/NR  
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      - 20      Last 24 Hrs - 2  
Make/Model- UNK/NR      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- UNK/NR  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT OCCURRED WHILE THE STUDENT WAS ATTEMPTING TO LAND AT A GRASS STRIP, AT THE END OF AN UNAUTHORIZED SOLO CROSS-COUNTRY FLT. THIS WAS HIS FIRST LANDING ON HIS FAMILY'S FARM GRASS STRIP. HE LANDED ABOUT TWO THIRDS THE WAY DOWN THE 3,000 FT STRIP AND COULD NOT STOP BEFORE RUNNING INTO A PARKED FARM TRAILER. THE STUDENTS TOTAL FLT TIME WAS ABOUT 20 HOURS.

Brief of Accident (Continued)

File No. - 674

4/13/89

ARLINGTON,OR

A/C Reg. No. N4811D

Time (Lc1) - 1905 PDT

-----  
Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1.        OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  2.        PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
  3.        GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  4.        LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

5.        OBJECT - VEHICLE
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE STUDENT PILOT TOUCHED DOWN TOO FAR DOWN THE RUNWAY TO ALLOW HIM TO STOP BEFORE RUNNING INTO A TRAILER.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 673      6/05/89      PRINEVILLE,OR      A/C Reg. No. N8022Q      Time (Lcl) - 1300 PDT

-----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 -DESCENT			0	0	1	0
				0	1	0

-----Aircraft Information-----

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1370	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PRINEVILLE,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MITCHELL,OR	
Wind Dir/Speed- 260/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 45.0 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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 95
	Months Since - 2	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - R-22	Make/Model- 95
		Last 30 Days- 21
		Instrument- UNK/NR
		Last 90 Days- 63
		Multi-Eng - UNK/NR
		Rotorcraft - 95
Instrument Rating(s) - NONE		

-----Narrative-----

WHILE THE PILOT WAS ATTEMPTING TO READ ROAD SIGNS TO DETERMINE HIS LOCATION, THE AIRCRAFT TAILROTOR STRUCK A ROAD SIGN AND ANTITORQUE CONTROL WAS LOST. THE AIRCRAFT BEGAN SPINNING TO THE RIGHT AND IMPACTED IN THE ROAD.



Brief of Accident (Continued)

File No. - 673

6/05/89

PRINEVILLE,OR

A/C Reg. No. N8022Q

Time (Lcl) - 1300 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation HOVER

Finding(s)

1. OBJECT - SIGN
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation HOVER

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 INADEQUATE VISUAL LOOKOUT AND FAILURE TO MAINTAIN CLEARANCE FROM OBSTRUCTIONS, RESULTING IN THE TAIL ROTOR  
IMPACTING A ROAD SIGN AND SUBSEQUENT LOSS OF ANTI-TORQUE CONTROL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 702      7/09/89      JOHN DAY,OR      A/C Reg. No. N129C      Time (Lcl) - 1143 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CUSHING C2	Eng Make/Model - VOLKSWAGEN UNKNOWN	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1000	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 90 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JOHN DAY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 27
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3436/ 60
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	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 - 135
SE LAND	Months Since - 13	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28	Make/Model- 3
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO THE PLEASURE FLIGHT, THE PILOT REPORTED THAT WHEN ASSEMBLING THE LEFT WING, THE MOUNT BOLTS WOULD NOT ALIGN. THE PILOT DRILLED NEW HOLES ELONGATING THE ORIGINAL HOLES. THE WING WAS ASSEMBLED AND THE PILOT ATTEMPTED A TAKEOFF. JUST AFTER LIFT OFF, THE AIRPLANE BEGAN TO PORPOISE. SHORTLY THERE AFTER, THE LEFT WING FOLDED BACK AND UP. THE AIRPLANE ROLLED INVERTED TO THE LEFT AND SKIDDED DOWN THE RUNWAY. POST CRASH INSPECTION OF THE AIRPLANE REVEALED THAT THE WING BROKE AWAY AT THE SPAR. DRY ROT WAS NOTED THROUGHOUT THE ENTIRE STRUCTURE.

Brief of Accident (Continued)

File No. - 702

7/09/89

JOHN DAY,OR

A/C Reg. No. N129C

Time (Lcl) - 1143 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WING,SPAR - SEPARATION
2. MAINTENANCE,DESIGN CHANGE - IMPROPER - PILOT IN COMMAND
3. WING,WING ATTACHMENT FITTING - ELONGATED
4. MAINTENANCE,INSPECTION OF AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
5. WING,SPAR - DETERIORATED
6. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT IMPROPERLY CHANGED THE DESIGN OF THE AIRPLANE BY ELONGATING HOLES AT THE WING ATTACHMENT. THE CHANGE WAS NOT INSPECTED BY A QUALIFIED INDIVIDUAL. AS A RESULT OF THE CHANGE, THE WING SEPARATED AT THE SPAR.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 700      8/06/89      MOLLALA,OR      A/C Reg. No. N95099      Time (Lcl) - 1130 PDT

-----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	2
Accident Occurred During -MANEUVERING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-N2C	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 - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	AURORA,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SUNRIVER,OR	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 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 - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1270
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - PA-44	Make/Model- 360
		Instrument- 66
		Last 30 Days- 111
		Last 90 Days- 276
		Multi-Eng - 41

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLIGHT, THE AIRPLANE WAS FLOWN INTO A VALLEY THAT WAS THOUGHT TO BE ACCESSIBLE. WHILE IN THE VALLEY, THE AIRPLANE WAS NOT ABLE TO ATTAIN SUFFICIENT ALTITUDE TO CLEAR THE TERRAIN WHICH IT SUBSEQUENTLY COLLIDED WITH.

Brief of Accident (Continued)

File No. - 700

8/06/89

MOLLALA,OR

A/C Reg. No. N95099

Time (Lcl) - 1130 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND(CFI)
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND(CFI)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
PILOT DISPLAYED POOR JUDGEMENT AND DID NOT ADEQUATELY PLAN FOR THE FLIGHT. THE PILOT WAS UNFAMILIAR WITH THE AREA AND TERRAIN CONDITIONS. AS A RESULT, THE AIRPLANE WAS NOT ABLE TO ATTAIN SUFFICIENT ALTITUDE FOR THE CONDITIONS TO CLEAR THE TERRAIN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 630      3/27/89      TIMMONSVILLE, SC      A/C Reg. No. N9451T      Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
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 ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point FLORENCE, SC	
Method - N/A	Destination LOCAL	Airport Data HUGGINS MEMORIAL
Completeness - N/A		Runway Ident - 32
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2700/ 150
Wind Dir/Speed- 140/010 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 7.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 4000 FT SCATTERED	Type Apch/Lndg - TOUCH AND GO	
Lowest Ceiling - NONE		
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)
PRIVATE	Current - YES	Total - 405
SE LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 202
		Last 30 Days- 18
		Instrument- 90
		Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS MAKING TOUCH & GO LANDINGS AT A PRIVATE GRASS STRIP. THE LANDINGS WERE TO RWYS 14 & 32. ON THE 1ST APPROACH THE WIND SOCK INDICATED CALM WIND. THE LAST APPROACH WAS MADE WITH ZERO FLAPS. THE PLT SLIPPED THE ACFT ON FINAL APPROACH & CROSSED RWY THRESHOLD AT 90 KNOTS. THE PILOT STATED THAT A 10 KNOT WIND WAS BLOWING (TAILWIND) WHEN HE TOUCHED DOWN APPROXIMATELY 1/2 TO 3/4 OF THE DISTANCE DOWN THE RUNWAY. THE PILOT WAS UNABLE TO STOP THE ACFT AND IT VEERED TO THE RIGHT, DEPARTED THE RUNWAY AND STRUCK A WOODEN SIGN POST.

Brief of Accident (Continued)

File No. - 630

3/27/89

TIMMONSVILLE, SC

A/C Reg. No. N9451T

Time (Lcl) - 1630 EST

Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. COMPENSATION FOR WIND CONDITIONS - INATTENTIVE - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

6. OBJECT - SIGN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO REMAIN AWARE OF THE LOCAL WIND CONDITIONS. ADDITIONALLY, HE EXECUTED THE APPROACH AND LANDING  
WITH EXCESSIVE SPEED, COMBINED WITH A TAILWIND, WHICH RESULTED IN THE RUNWAY OVERRUN.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 635      8/24/89      CHARLESTON, SC      A/C Reg. No. N4534S      Time (Lcl) - 1630 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 -TAXI					

-----Aircraft Information-----

Make/Model - BEECH A-36	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - UNK/NR	Last Departure Point	
Method - UNK/NR	UNK/NR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	UNK/NR	CHARLESTON EXEC.
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1200
SE LAND	Months Since - 3	Make/Model- 700
	Aircraft Type - A36	Instrument- 280
		Multi-Eng - 50
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 30
		Rotorcraft - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF, A BEECH A-36 COLLIDED WITH A PARKED CESSNA 425. THE BEECH SUSTAINED SUBSTANTIAL STRUCTURAL DAMAGE TO THE LEFT WING ASSEMBLY. THE PARKED AIRCRAFT RECEIVED MINOR DAMAGE TO ITS RADOME. THE PILOT STATED THAT HE WAS ON THE YELLOW TAXI LINE AND THE CESSNA WAS ABOUT 14 FEET FORWARD OF THE NORMALLY PARKED POSITION. HOWEVER, A REVIEW OF PHOTOGRAPHS OF THE MISHAP, DISCLOSED THAT THE PILOT HAD AMPLE CLEARANCE ON THE RIGHT SIDE OF THE YELLOW LINE TO MANEUVER AROUND THE PARKED AIRPLANE AND AVOID THE COLLISION.



Brief of Accident (Continued)

File No. - 635

8/24/89

CHARLESTON, SC

A/C Reg. No. N4534S

Time (Lc1) - 1630 EDT

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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
  3. CLEARANCE - NOT MAINTAINED - 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 CLEARANCE FROM OTHER PARKED AIRCRAFT WHILE TAXIING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 778      5/23/89      AGAR,SD

A/C Reg. No. N82644

Time (Lcl) - 0745 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	1	0	0	0
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-MANEUVERING				

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-36-300  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 4400  
No. of Seats - 1

Eng Make/Model - LYCOMING IO-540-K1  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 110/005 KTS  
Visibility - 35.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ONIDA,SD  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 66  
Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 12500  
Make/Model- UNK/NR  
Instrument- 0  
Last 24 Hrs - 5  
Last 30 Days- 20  
Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT COMPLETED A SMOKE DISPENSING RUN FROM WEST TO EAST ALONG THE NORTH EDGE OF A FIELD TO BE SPRAYED. THERE IS A POWERLINE ALONG THE NORTH EDGE OF THE FIELD. UPON COMPLETION OF THE SMOKE RUN THE PILOT EXECUTED A LEFT TURNAROUND. AT THE COMPLETION OF THE TURNAROUND THE AIRCRAFT COLLIDED WITH THE POWERLINE AND CRASHED.

Brief of Accident (Continued)

File No. - 778

5/23/89

AGAR,SD

A/C Reg. No. N82644

Time (Lcl) - 0745 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. CLEARANCE - NOT MAINTAINED - 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 AN ADEQUATE CLEARANCE WITH THE POWERLINES. THE POWERLINE IS CONSIDERED TO BE A  
CONTRIBUTING FACTOR TO THE ACCIDENT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 727      3/16/89      KNOXVILLE, TN      A/C Reg. No. N5403D      Time (Lc1) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- BEECH H35	Eng Make/Model	- CONTINENTAL O-470-G(1)	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 240 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- 020/010 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 25000 FT THIN OVC	Type of Clearance	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- N/A
Obstructions to Vision	- NONE	FORCED LANDING		
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)	
PRIVATE	Current - NO	Total	- 815
SE LAND	Months Since - UNK/NR	Make/Model	- 12
	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-----

IT WAS REPORTED THAT THE PILOT/OWNER AND THE PAX HAD SPENT THE DAY INSTALLING AN AIR-OIL SEPARATOR KIT ON THE AIRPLANE. AFTER THE INSTALLATION BY THE TWO UNCERTIFICATED MECHANICS, THEY DEPARTED THE LOCAL ISLAND AIRPORT SOMETIME AFTER 1500 EDT. AT ABOUT 1605, THE AIRPLANE WAS OBSERVED TO LAND ON THE RIVER SHORT OF THE AIRPORT SURFACE. BOTH OCCUPANTS EXITED THE AIRPLANE AND SWAM TOWARD SHORE. THE PILOT MADE IT TO SHORE BUT HIS PAX WAS HAVING PROBLEMS SO HE SWAM BACK OUT TO HELP. BOTH OCCUPANTS SANK IN THE 48 DEGREE WATER AND THEIR BODIES WERE RECOVERED LATER. AFTER RECOVERY, THE ENGINE WAS DRIED OUT AND A TEST RUN PERFORMED. SOME CONTAMINATION WAS FOUND IN THE PRESSURE CARBURETOR. THE ENGINE HAD A HISTORY OF STOPPING ON THE GROUND.

Brief of Accident (Continued)

File No. - 727

3/16/89

KNOXVILLE, TN

A/C Reg. No. N5403D

Time (Lcl) - 1600 EST

Occurrence #1            LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation       UNKNOWN

Finding(s)

1. FUEL SYSTEM, CARBURETOR - CONTAMINATION
2. MAINTENANCE - INADEQUATE - PILOT IN COMMAND
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - MISJUDGED - PILOT IN COMMAND
4. MAINTENANCE, MAJOR REPAIR - PERFORMED - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation       DESCENT - EMERGENCY

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 CONTINUED OPERATION OF THE AIRPLANE WITH A KNOWN MECHANICAL DEFECT IN THE ENGINE CARBURETOR/FUEL SUPPLY  
SYSTEM AS EVIDENCED BY THE PAST HISTORY OF ENGINE STOPPAGE DURING GROUND OPERATION. CONTRIBUTING TO THE ACCIDENT WAS  
THE PILOT'S PERFORMANCE OF UNAUTHORIZED MAINTENANCE ON THE AIRCRAFT AND ITS SYSTEM.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 670      3/25/89      LA PORTE, TX      A/C Reg. No. N9763N      Time (Lcl) - 1012 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BENSON B-8-M	Eng Make/Model - VOLKSWAGON 1800CC	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	LA PORTE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 120/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 3300 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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 90
	Months Since - N/A	Last 24 Hrs - 2
GYROPLANE	Aircraft Type - N/A	Make/Model- 10
		Last 30 Days- 10
		Instrument- UNK/NR
		Last 90 Days- 10
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF CLIMB THE ACFT SUSTAINED A LOSS OF POWER. THE STUDENT PLT HAD TO EXTEND THE GLIDE TO CLEAR OBSTACLES DURING THE FORCED LANDING. THE PLT STATED THE ENG RPM GRADUALLY DECREASED DURING THE CLIMB TO THE POINT THAT HE COULD NOT SUSTAIN FLT. THE ICING PROBABILITY CHARTS INDICATED THAT CONDITIONS WERE FAVORABLE FOR THE FORMATION OF VISIBLE ICE IN THE INDUCTION SYSTEM AT RATED PWR. THERE WAS NO OTHER SUITABLE TERRAIN AVAILABLE FOR THE FORCED LNDG.

Brief of Accident (Continued)

File No. - 670

3/25/89

LA PORTE, TX

A/C Reg. No. N9763N

Time (Lcl) - 1012 CST

-----  
Occurrence #1            LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
  2. CARBURETOR HEAT CONTROL - NOT INSTALLED
  3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3            HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
  5. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
HARD LANDING WHICH OCCURRED AS A RESULT OF THE PILOT HAVING TO EXTEND HIS GLIDE OVER OBSTACLES ON SHORT FINAL TO THE  
FORCED LANDING AREA. THE FORCED LANDING WAS EXECUTED AS A RESULT OF ENGINE PERFORMANCE DEGRADATION DUE TO INDUCTION  
ICING FOR WHICH NO PROVISIONS HAD BEEN MADE DURING THE INSTALLATION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 677      3/30/89      ABILENE, TX      A/C Reg. No. N3313T      Time (Lcl) - 1030 CST

-----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  
1  
0

Minor  
0  
0

None  
0  
0

-----Aircraft Information-----

Make/Model      - CESSNA 177  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2450  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E2D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 350/016 KTS  
Visibility      - 30.0 SM  
Lowest Sky/Clouds      - 2200 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CISCO, TX  
Destination  
ABILENE, TX

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 - 32

Biennial Flight Review

Current      - YES  
Months Since      - 7  
Aircraft Type      - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 188      Last 24 Hrs - 1  
Make/Model- 14      Last 30 Days- 3  
Instrument- 2      Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED WHEN THE NOSE LANDING GEAR COLLAPSED IN SOFT CULTIVATED SOIL DURING A FORCED LANDING. THE LANDING WAS EXECUTED FOLLOWING AN ENG FAILURE DURING DESCENT TO THE DESTINATION ARPT. THE CAUSE OF THE ENG FAILURE WAS FUEL EXHAUSTION. THE PLT STATED THAT HE HAD LANDED AT AN ARPT EN ROUTE TO REFUEL BUT THE FBO WAS UNATTENDED AND THE GAS PUMPS WERE LOCKED SO HE DECIDED TO CONTINUE THE FLT. APPLICABLE ARPT DIRECTORIES SHOWED THAT THE ARPT WAS UNATTENDED AND THAT NO SERVICES WERE AVAILABLE.



Brief of Accident (Continued)

File No. - 677

3/30/89

ABILENE, TX

A/C Reg. No. N3313T

Time (Lcl) - 1030 CST

-----  
Occurrence #1        LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  4. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation    LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
- 

Occurrence #4        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 COLLAPSE OF THE NOSE GEAR DURING A FORCED LANDING FOLLOWING FUEL EXHAUSTION DURING THE DESCENT INTO THE  
DESTINATION AIRPORT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 676      4/01/89      LOHN, TX

A/C Reg. No. N721F

Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation      -OTHER WORK USE  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -STANDING

DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - GULFSTREAM 680FLP  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 8500  
No. of Seats      - 1

Eng Make/Model      - LYCOMING IGSO-540-B1A  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 380 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      - UNK/NR  
Wind Dir/Speed-      UNK/NR  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision-      UNK/NR  
Precipitation      - UNK/NR  
Condition of Light      - UNK/NR

Itinerary

Last Departure Point  
UNKNOWN, UN  
Destination  
UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
UNK/NR

Age - UNK/NR

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS FOUND BURNED UP IN AN OPEN FIELD BY A FARMER MAKING HIS MORNING ROUNDS. ALL EVIDENCE INDICATED THAT THE ACFT WAS INVOLVED IN ILLEGAL ACTIVITY AND HAD BEEN TORCHED AFTER THE ILLEGAL CARGO HAD BEEN REMOVED. THERE WAS NO EVIDENCE OF EITHER PRE-FIRE STRUCTURAL DAMAGE OR INJURIES.

Brief of Accident (Continued)

File No. - 676

4/01/89

LOHN, TX

A/C Reg. No. N721F

Time (Lc1) - UNK/NR

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Occurrence #1

FIRE

Phase of Operation

STANDING - ENGINE(S) NOT OPERATING

Finding(s)

1. SABOTAGE - PERFORMED - UNKNOWN

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
ARSON UNDERTAKEN TO CONCEAL ILLEGAL ACTIVITY.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 669      4/15/89      ADDISON, TX      A/C Reg. No. N4870B      Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	0	0	0
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 - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DURANT,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ADDISON
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7199/ 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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 60
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 60
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 18
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT WAS MAKING A LANDING DURING A SOLO INSTRUCTIONAL FLIGHT. THE FAA AIRCRAFT ACCIDENT PRELIMINARY NOTICE STATED THE FOLLOWING: "ON LANDING, THE AIRCRAFT PORPOISED APPROXIMATELY THREE TIMES AND NOSE GEAR COLLAPSED." ON THE PILOT/OPERATOR AIRCRAFT ACCIDENT REPORT, THE PILOT STATED: "NOSEWHEEL COLLAPSED ON LANDING."

Brief of Accident (Continued)

File No. - 669

4/15/89

ADDISON, TX

A/C Reg. No. N4870B

Time (Lc1) - 1500 CDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - MISJUDGED - PILOT IN COMMAND
  2. PORPOISE - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2            HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3            NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE INADEQUATE AIRCRAFT HANDLING BY THE STUDENT PILOT, WHERE SHE ALLOWED THE AIRPLANE TO START TO PORPOISE, AND THEN  
DID NOT CORRECT IT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 668      5/20/89      LA COSTE, TX      A/C Reg. No. N731ST      Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - LANDING			0	0	0	1
			0	0	0	0

-----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 - NO	
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	ON AIRPORT
Method - N/A	LA COSTE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 140/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2150/ 30
Lowest Sky/Clouds - 4500 FT SCATTERED	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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7700
SE LAND, ME LAND, SE SEA	Months Since - 6	Make/Model- 450
HELICOPTER	Aircraft Type - CE-172	Instrument- 140
		Multi-Eng - 550
		Last 24 Hrs - 10
		Last 30 Days- 60
		Last 90 Days- 100
		Rotorcraft - 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RESTRICTED CATEGORY AGRICULTURAL AIRCRAFT WAS DEPARTING FROM A DIRT RUNWAY AT A PRIVATE AIRSTRIIP WHEN THE AIRCRAFT IMPACTED INTO A CORN FIELD AFTER REACHING AN ALTITUDE OF TEN FEET. THE PILOT WAS NOT INJURED, BUT THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE AND SPILLED THE LOAD OF ETHYL PARATHION, A TOXIC LIQUID CHEMICAL. THERE WAS NO MECHANICAL FAILURE OF THE AIRCRAFT FOUND DURING THE ON SITE INSPECTION.

Brief of Accident (Continued)

File No. - 668

5/20/89

LA COSTE, TX

A/C Reg. No. N731ST

Time (Lc1) - 1530 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
2. LIFT-OFF - PREMATURE - PILOT IN COMMAND

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO ATTAIN SUFFICIENT AIRSPEED FOR FLIGHT AT DEPARTURE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 694      5/24/89      AMARILLO, TX      A/C Reg. No. N6760C      Time (Lcl) - 1310 CDT

-----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	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - BEECH A36TC	Eng Make/Model - CONTINENTAL TS10-520-UB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3833	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	STAMFORD, TX	TRADEWIND
Wind Dir/Speed- 245/014 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 11149
SE LAND, ME LAND	Months Since - 6	Make/Model- 50
	Aircraft Type - C-172RG	Instrument- 2010
		Multi-Eng - 6500
		Last 24 Hrs - 2
		Last 30 Days- 29
		Last 90 Days- 91
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THEY HAD CHECKED THE WEIGHT AND BALANCED OF THE AIRPLANE AND HAD DRAINED FUEL TO KEEP THE WEIGHT DOWN TO A POINT WITHIN LIMITS. HE SAID THAT EVERYTHING SOUNDED AND FELT NORMAL UNTIL LIFTOFF AND THEN THE AIRPLANE STARTED TO SETTLE. THE AIRPLANE WENT ACROSS A HIGHWAY, BETWEEN CARS AND WENT THROUGH THREE FENCES BEFORE IT STOPPED. THE ENGINE WAS NOT TORN DOWN BUT THE DAMAGE TO THE PROPELLER BLADES INDICATED THAT SUBSTANTIAL ENGINE POWER WAS BEING TRANSMITTED TO THE PROPELLER AT THE TIME OF THE ACCIDENT. ACCORDING TO THE PERFORMANCE CHARTS, THE AIRPLANE WOULD HAVE BEEN CAPABLE OF BEING OPERATED SAFELY FROM THE SELECTED RUNWAY.



Brief of Accident (Continued)

File No. - 694

5/24/89

AMARILLO, TX

A/C Reg. No. N6760C

Time (Lcl) - 1310 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
2. AIRSPEED(VLOF) - NOT MAINTAINED - DUAL STUDENT
3. ABORT - NOT PERFORMED - DUAL STUDENT
4. CLIMB - NOT ATTAINED - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - ROADWAY/HIGHWAY
7. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
FAILURE TO ATTAIN LIFTOFF SPEED AND THE PILOT IN COMMAND'S FAILURE TO ABORT THE TAKEOFF.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 693      6/03/89      FORT WORTH, TX      A/C Reg. No. N4906P      Time (Lcl) - 1919 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-23-250  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4800  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 250 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 160/008 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 2500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
GRAND PRAIRIE, TX

Airport Proximity  
ON AIRPORT

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 42  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 319  
Make/Model- UNK/NR  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD ATTEMPTED TWO PREVIOUS TAKEOFFS AND ABORTED BOTH DUE TO A LOSS OF POWER ON THE LEFT ENGINE. WITNESSES TO THIS FLIGHT SAW THE AIRPLANE LIFT OFF TO 50 FEET AGL, THEN MAKE AN ABRUPT LEFT TURN AND DESCEND TO THE GROUND. INSPECTION REVEALED THE AIRPLANE STRUCK A CHAIN-LINK FENCE BEFORE HITTING THE GROUND. THE LANDING GEAR HAD BEEN DOWN, THE LEFT ENGINE HAD NOT BEEN PRODUCING POWER. THE LEFT PROPELLER WAS NOT FEATHERED. THE RIGHT ENGINE HAD BEEN PRODUCING HIGH POWER AND THE RIGHT PROPELLER HAD BEEN FEATHERED. FURTHER INSPECTION REVEALED CONTAMINATED FUEL IN BOTH THE LEFT AND RIGHT FUEL SYSTEMS.

Brief of Accident (Continued)

File No. - 693

6/03/89

FORT WORTH, TX

A/C Reg. No. N4906P

Time (Lc1) - 1919 CDT

Occurrence #1      LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. 1 ENGINE -
2. FLUID, FUEL - CONTAMINATION
3. FLUID, FUEL - WATER
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
6. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
7. WRONG PROPELLER FEATHERED - INADVERTENT - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

8. OBJECT - FENCE

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - EMERGENCY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
INITIALLY THE LOSS OF POWER ON THE LEFT ENGINE DUE TO AN INADEQUATE PREFLIGHT BY THE PILOT. A SECONDARY CAUSE WAS A  
INADVERTENT FEATHERING OF THE WRONG PROPELLER BY THE PILOT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 754      7/09/89      BLANCO, TX      A/C Reg. No. N758AN      Time (Lcl) - 1425 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	0	2	0
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - GO-AROUND (VFR)					

-----Aircraft Information-----

Make/Model - CESSNA 172K	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NEW BRAUNFELS, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - 30
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Lth/Wid - 2600/ 125
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 673
SE LAND	Months Since - 1	Make/Model- 671
HELICOPTER	Aircraft Type - C-172K	Instrument- 60
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days- 6
		Last 90 Days- 13
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT AND THE COMMERCIAL RATED INSTRUCTOR PILOT WERE PRACTICING LANDINGS AND HAD JUST COMPLETED A GO-AROUND AND ACCORDING TO THE INSTRUCTOR, THEY ENCOUNTERED A WINDSHEAR OF MINUS 15 KNOTS AND STRUCK A TELEPHONE LINE, TREES AND THEN THE TERRAIN. THEY WERE MAKING LANDINGS ON RWY 30 AND THE REPORTED PREVAILING WINDS IN THE AREA WERE FROM THE SOUTH. ACCORDING TO THE SEQUENCES FROM THE WEATHER REPORTING STATIONS IN THE AREA, THERE WERE NO WEATHER SYSTEMS THAT WOULD LIKELY CAUSE VERTICAL WINDSHEAR.

Brief of Accident (Continued)

File No. - 754

7/09/89

BLANCO, TX

A/C Reg. No. N758AN

Time (Lc1) - 1425 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. WIND INFORMATION - NOT IDENTIFIED - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
6. OBJECT - WIRE, STATIC
7. 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:  
INADEQUATE IN-FLIGHT PLANNING/DECISIONS BY NOT IDENTIFYING THE WIND DIRECTION ALONG WITH THE FAILURE TO MAINTAIN  
AIRSPEED. CONTRIBUTING TO THE ACCIDENT WAS THE TAILWIND, WIRES AND TREES.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 786      7/15/89      LLANO, TX      A/C Reg. No. N9183P      Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-24-260	Eng Make/Model - LYCOMING IO-540-D4A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 7000 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 - 75	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1229
SE LAND	Months Since - 6	Make/Model- 1229
	Aircraft Type - PA-24	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS TAKING THREE PASSENGERS FOR A LOCAL PLEASURE FLIGHT AND WHEN HE WAS ON APPROACH FOR THE AIRPORT, HE WAS INITIALLY NOT ABLE TO GET A DOWN AND LOCKED INDICATION FOR THE LANDING GEAR. HE WAS ABLE TO GET THE DOWN AND LOCKED INDICATION, BUT HIS SPEED GRADUALLY SLOWED DOWN TO 100 OR LESS AND HE SAID HE WAS "HAVING SOME STALLING PROBLEMS." HE SAID THE ENGINE SUDDENLY LOST POWER, BEGAN TO VIBRATE AND QUICKLY QUIT. DURING THE OFF AIRPORT FORCED LANDING, THE LEFT WING HIT A SMALL TREE, THEN THE RIGHT WING HIT A TREE AND THE AIRPLANE SWERVED TO THE RIGHT. THE MAIN GEAR COLLAPSED AND THE NOSE GEAR BENT TO THE SIDE. THE PILOT SAID THAT AFTER THE AIRPLANE WAS ON THE GROUND, HE EXAMINED IT AND FOUND THE MIXTURE PULLED OUT TO THE CUTOFF POSITION, AND HE THINKS IT IS POSSIBLE THAT HE COULD HAVE PULLED OUT THE MIXTURE WHILE HE WAS NEAR THE STALLING SPEED.

Brief of Accident (Continued)

File No. - 786

7/15/89

LLANO, TX

A/C Reg. No. N9183P

Time (Lc1) - 1700 CDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. LANDING GEAR, GEAR INDICATING SYSTEM - ERRATIC
2.      DIVERTED ATTENTION - PILOT IN COMMAND
3. MIXTURE CONTROL - CLOSED
4.      MIXTURE - INADVERTENT USE - PILOT IN COMMAND
5.      DIVERTED ATTENTION - PILOT IN COMMAND
6. FLUID, FUEL - STARVATION

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

7. OBJECT - TREE(S)

Occurrence #4      MAIN GEAR COLLAPSED  
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 INADVERTENT CLOSING OF THE MIXTURE CONTROL WHILE HIS ATTENTION WAS DIVERTED TO THE LANDING GEAR CYCLING.  
THE ENGINE SUBSEQUENTLY QUIT FOLLOWED BY A FORCED LANDING AND COLLISION WITH TREES.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 703      8/10/89      TERRELL, TX      A/C Reg. No. N5794E      Time (Lcl) - 1912 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 -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HENDERSON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GLADEWATER, TX	
Wind Dir/Speed- 060/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 29
	Months Since - N/A	Last 24 Hrs - 7
	Aircraft Type - N/A	Make/Model- 29
		Last 30 Days- 13
		Instrument- 0
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A SOLO CROSS-COUNTRY FLIGHT WHEN HE BECAME DISORIENTED AND TURNED TO THE WRONG DIRECTION. THE AIRPLANE RAN OUT OF FUEL BEFORE HE WAS ABLE TO ORIENT HIMSELF. A FORCED LANDING WAS MADE IN A PASTURE AND THE AIRPLANE COLLIDED WITH TREES DURING THE LANDING ROLL.



Brief of Accident (Continued)

File No. - 703

8/10/89

TERRELL, TX

A/C Reg. No. N5794E

Time (Lc1) - 1912 CDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. FUEL SYSTEM - EXHAUSTION
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. INADEQUATE TRAINING - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT BECAME LOST DURING THE FLIGHT AND FUEL EXHAUSTION OCCURRED WHICH REQUIRED AN OFF AIRPORT FORCED LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 782      9/04/89      MIDLOTHIAN, TX      A/C Reg. No. N736YG      Time (Lcl) - 2010 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING			0	0	0	3	

-----Aircraft Information-----

Make/Model - CESSNA 172K	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	GRAPE LAND, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAKE MEADOWS AIRPARK
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1624/ 60
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 303
SE LAND	Months Since - 13	Last 24 Hrs - 3
	Aircraft Type - C-150	Make/Model- 17
		Last 30 Days- 4
		Instrument- 0
		Last 90 Days- 7
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FAILED TO COMPENSATE FOR THE LEFT-TO-RIGHT CROSSWIND RESULTING IN A LOSS OF DIRECTIONAL CONTROL ON TOUCHDOWN. AFTER LEAVING THE PREPARED SURFACE OF THE WET SOD STRIP THE RIGHT WING STRUCK A MESQUITE TREE.

Brief of Accident (Continued)

File No. - 782

9/04/89

MIDLOTHIAN, TX

A/C Reg. No. N736YG

Time (Lcl) - 2010 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. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE FAILURE OF THE PILOT TO COMPENSATE FOR THE CROSSWIND CONDITION, WHICH RESULTED IN A LOSS OF DIRECTIONAL CONTROL AND  
COLLISION WITH A TREE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 784      10/05/89      MOUNT PLEASANT, TX      A/C Reg. No. N49876      Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- CESSNA A152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	MT. PLEASANT MUNICIPAL
Wind Dir/Speed	- VARIABLE/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 17
Lowest Sky/Clouds	- 8000 FT SCATTERED	Type of Clearance	- 3800/ 75
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE
Obstructions to Vision	- NONE		Runway Surface
Precipitation	- NONE		- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status
			- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 10564	Last 24 Hrs - 1
SE LAND,ME LAND,SE SEA	Months Since - 16	Make/Model- 2080	Last 30 Days- 124
	Aircraft Type - C-182	Instrument- 236	Last 90 Days- 314
		Multi-Eng - 7	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE HAD BEEN CONVERTED TO A TAILDRAGGER AND THE PILOT WAS WELL EXPERIENCED IN TAILDRAGGERS. HE SAID THAT WINDS WERE VARIABLE FROM THE SOUTHEAST TO THE NORTHEAST, AT 15 KNOTS. DURING THE TAKEOFF ON RUNWAY 17, THE PILOT LOST DIRECTIONAL CONTROL WHEN THE AIRPLANE VEERED TO THE LEFT. HE GOT THE AIRPLANE AIRBORNE BUT IMPACTED THE WINDSOCK STANDARD AND 1 1/2 FEET OF THE RIGHT WING WAS SHEARED OFF. THE PILOT WAS ABLE TO LAND THE AIRPLANE BACK ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 784

10/05/89

MOUNT PLEASANT, TX

A/C Reg. No. N49876

Time (Lc1) - 1000 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

4. OBJECT - POLE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT FAILED TO COMPENSATE FOR THE CROSS WIND DURING THE TAKEOFF INITIAL CLIMB. THIS LED TO A LOSS OF DIRECTIONAL  
CONTROL AND SUBSEQUENT COLLISION WITH THE WINDSOCK STANDARD.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 710      4/24/89      OGDEN,UT      A/C Reg. No. N49177      Time (Lcl) - 1000 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries		
Type of Operation      -INSTRUCTIONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During      -LANDING				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-----

<b>Weather Data</b> 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 - 20000 FT SCATTERED Lowest Ceiling    - NONE Obstructions to Vision- NONE Precipitation     - NONE Condition of Light      - DAYLIGHT	<b>Itinerary</b> Last Departure Point SAME AS ACC/INC Destination LOCAL  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance    - NONE Type Apch/Lndg      - TOUCH AND GO	<b>Airport Proximity</b> ON AIRPORT  <b>Airport Data</b> OGDEN Runway Ident       - 16 Runway Lth/Wid    - 5349/ 200 Runway Surface    - ASPHALT Runway Status     - DRY
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-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current           - N/A	Total            - 20      Last 24 Hrs - 1
	Months Since    - N/A	Make/Model-      20      Last 30 Days- 20
	Aircraft Type    - N/A	Instrument-       0      Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PERFORMING HER FIRST SUPERVISED SOLO FLT. THE PLT WAS PRACTICING TOUCH AND GO LANDINGS ON RWY 16, A 5,349 X 200 FT ASPHALT RWY, WITH CALM WINDS. THE CFI WITNESS REPORTED THAT DURING TOUCHDOWN ON THE PLT'S SECOND APPROACH, THE ACFT MADE A HARD LANDING AND BOUNCED BACK INTO THE AIR. THE PLT MADE A GO AROUND, AND AT LIFT OFF, THE NOSE WHEEL DEPARTED THE ACFT. THE STUDENT FLEW AROUND THE AIRPORT FOR 20 MINS PRIOR TO LANDING ON RWY 21, AN 8,250 X 150 FOOT ASPHALT RUNWAY. AT TOUCHDOWN, THE NOSE GEAR FORK SCRAPED ALONG THE RUNWAY FOR 200 FT AND THE PLANE MADE A SLOW LEFT TURN. AS THE NOSE GEAR LEFT THE RWY, THE ACFT NOSED OVER AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 710

4/24/89

OGDEN, UT

A/C Reg. No. N49177

Time (Lc1) - 1000 MDT

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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 STUDENT PILOT'S IMPROPER FLARE WHICH RESULTED IN A HARD LANDING & SEPARATION OF THE NOSE LANDING WHEEL.  
CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S LACK OF TOTAL EXPERIENCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 724      3/23/89      ROANOKE, VA      A/C Reg. No. N29FN      Time (Lcl) - 2015 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	2
NONE	Pass	0	0	0	1

Type of Operation -POSITIONING  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - LEAR JET 25  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 15000  
No. of Seats - 10

Eng Make/Model - G.E. CJ-610-6  
Number Engines - 2  
Engine Type - TURBOJET  
Rated Power - 2950 LBS THRUST

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS  
Method - UNK/NR  
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 050/008 KTS  
Visibility - 4.000 SM

Lowest Sky/Clouds - 800 FT SCATTERED

Lowest Ceiling - 1500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
NEWPORT NEWS, VA

Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - LDA

FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

ROANOKE REG.  
Runway Ident - 06  
Runway Lth/Wid - 6800/ 150  
Runway Surface - ASPHALT  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI

SE LAND, ME LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - LR36

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4765      Last 24 Hrs - 2

Make/Model- 1184      Last 30 Days- 50

Instrument- 377      Last 90 Days- 166

Multi-Eng - 3185      Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT OVERRAN THE END OF RWY 06 (6800 FT LONG) FOLLOWING AN LDA APCH. IT CONTACTED A DIRT BERM AT THE END OF THE GRASS OVERRUN AND CATAPULTED INTO THE AIR. THE CAPT HAD ADVANCED THE POWER LEVERS TO FULL PWR FOR GO-AROUND AFTER THEY SEEMED TO GET NO SPOILERS AND THRUST REVERSAL. BOTH CREWMEMBERS STATED THAT THE CO-PLT MADE THE INITIAL LANDING. THE ACFT GAINED FLYING SPEED AS THE TERRAIN DROPPED OFF. THE ACFT WAS CLIMBED TO 6000 FT TO ACCESS DAMAGE AND TWO TWR FLY-BYS WERE MADE TO CK THE LANDING GEAR. THE TWR REPORTED NO GEAR IN SIGHT. A DECISION WAS MADE TO LAND ON RWY 33 FOR THE BEST OVERRUN. THE ACFT WAS LANDED WITHOUT LNDG GEAR AND SLID THE LENGTH OF THE RWY AND CONTINUED 200 FT OFF THE DEPARTURE END ON THE GRASS. ANOTHER PLT WITNESS STATED THAT N29FN HAD BEEN LANDED "FAST AND HIGH". POST ACC EXAM AND TESTING OF THE ACFT PRODUCED NO MALFUNCTIONS OF THE SYSTEMS. THE LNDG GEAR WAS FOUND TO HAVE BEEN SEPARATED DURING THE FIRST LANDING WHEN THE ACFT CATAPULTED OFF THE DIRT BERM.



Brief of Accident (Continued)

File No. - 724

3/23/89

ROANOKE,VA

A/C Reg. No. N29FN

Time (Lcl) - 2015 EST

Occurrence #1            OVERRUN  
Phase of Operation       LANDING - ABORTED

Finding(s)

1. TERRAIN CONDITION - WET
2. AIRSPEED - EXCESSIVE - COPILOT/SECOND PILOT
3. PLANNED APPROACH - NOT FOLLOWED - COPILOT/SECOND PILOT
4. REMEDIAL ACTION - DELAYED - COPILOT/SECOND PILOT
5. REVERSERS - NOT SELECTED - COPILOT/SECOND PILOT
6. SUPERVISION - POOR - PILOT IN COMMAND

Occurrence #2            ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation       LANDING - ABORTED

Finding(s)

7. TERRAIN CONDITION - BERM

Occurrence #3            COMPLETE GEAR COLLAPSED  
Phase of Operation       LANDING - ABORTED

Finding(s)

8. LANDING GEAR,MAIN GEAR ATTACHMENT - SEPARATION
9. LANDING GEAR,NOSE GEAR STRUT - SEPARATION
10. HYDRAULIC SYSTEM,LINE - SEPARATION
11. FLUID,HYDRAULIC - DUMPED

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:  
CO-PILOTS POORLY PLANNED APPROACH WHICH RESULTED IN AN OVERRUN LANDING. A CONTRIBUTING FACTOR WAS THE CAPTAINS POOR  
SUPERVISION OF THE APPROACH AND LANDING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 679      4/25/89      MANASSAS, VA      A/C Reg. No. N6558L      Time (Lcl) - 1615 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 110 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 080/006 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 7000 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

MANASSAS MUNICIPAL

Runway Ident - 34

Runway Lth/Wid - 3700/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 50

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	29	Last 24 Hrs -	1
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Make/Model-	29	Last 30 Days-	8
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Instrument-	0	Last 90 Days-	20
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE APCH AND TOUCHDOWN WERE NORMAL. DURING THE LANDING ROLL THE PLT NOTED THE ACFT WAS LEFT OF THE RWY CENTERLINE. IN AN ATTEMPT TO BRING THE ACFT BACK TO THE CENTERLINE, IT TRAVELED OFF THE LEFT SIDE OF THE RWY. THE ACFT CONTINUED APRX 600 THROUGH A GRASS AREA AND ACROSS A TAXIWAY PRIOR TO STRIKING A DITCH. THE NOSE GEAR COLLAPSED WHEN THE DITCH WAS CONTACTED AND THE ACFT NOSED OVER. THIS WAS THE STUDENTS SECOND SOLO FLIGHT. THE LANDING WAS MADE ON RWY 34L AND WINDS WERE FROM 080 DEGS AT 6 KNOTS.

Brief of Accident (Continued)

File No. - 679

4/25/89

MANASSAS,VA

A/C Reg. No. N6558L

Time (Lc1) - 1615 EDT

Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2        ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

Occurrence #3        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

5. 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 PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE DURING THE LANDING ROLL. CONTRIBUTING FACTORS WERE  
THE SLIGHT CROSSWIND AND THE PILOT'S LACK OF EXPERIENCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 758      5/31/89      SUTHERLAND, VA      A/C Reg. No. N5488F      Time (Lcl) - 2041 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	2	0
NONE	Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - AIRCOUPE ALON A2A

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1450

No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-16F

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 95 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- 140/006 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

PETERSBURG, VA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	850	Last 24 Hrs	-	3
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Make/Model	-	49	Last 30 Days	-	24
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Instrument	-	126	Last 90 Days	-	99
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Multi-Eng	-	58			
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO PREPARE THE STUDENT FOR HIS PVT PILOT CHECKRIDE. THE CFI AND STUDENT WERE PERFORMING A SIMULATED FORCED LANDING SPIRAL AND THE STUDENT WAS INSTRUCTED TO PERFORM A GO-AROUND AT 900 FT MSL. WHEN THE THROTTLE WAS ADVANCED TO GO-AROUND THE STUDENT REPORTED TO THE CFI THAT HE COULD NOT GET FULL POWER. THE CFI ADJUSTED THE THROTTLE AND MIXTURE TO NO AVAIL. THE FORCED LANDING WAS CONTINUED AND AT THE LAST MINUTE THE AIRPLANE WAS TURNED TO AVOID A FARM HOUSE. THE LANDING GEAR CAUGHT A FURROW DURING THE LANDING FLARE AND THE AIRPLANE NOSED OVER. POST ACCIDENT INSPECTION REVEALED THAT THE ENGINE WOULD NOT OPERATE. BOTH MAGNETOS WERE REMOVED AND ONE REPLACEMENT MAGNETO WAS INSTALLED AFTER WHICH THE ENGINE OPERATED NORMALLY. AN FAA INSPECTOR REPORTED THAT THE MAGNETO COILS WERE "WEAK". THE ACFT HAD BEEN OPERATED 72 HOURS SINCE THE LAST ANNUAL INSPECTION.

Brief of Accident (Continued)

File No. - 758

5/31/89

SUTHERLAND,VA

A/C Reg. No. N5488F

Time (Lcl) - 2041 EDT

Occurrence #1      LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      DESCENT

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
3. IGNITION SYSTEM,MAGNETO - OUTPUT LOW
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND(CFI)
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - BERM

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:  
LOW OUTPUT OF THE MAGNETOS WHICH RESULTED IN THE LOSS OF FULL POWER DURING THE ATTEMPTED RECOVERY FROM A SIMULATED  
FORCED LANDING. THE PILOT IGNORED INDICATIONS OF AN ENGINE PROBLEM DURING START WHEN THE ENGINE WAS HARD TO START.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 759      6/01/89      CRIDERS,VA      A/C Reg. No. N2602L      Time (Lc1) - 1136 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	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	NEW MARKET,VA	SMITHS
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1750
SE LAND	Months Since - 21	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-38	Make/Model- 200
		Instrument- 8
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE TAKEOFF WAS BEING MADE TO THE EAST ON THE PILOT'S PRIVATE AIRSTRIP. THE PLT REPORTED WINDS FROM THE NORTH AT 5 KTS GUSTING TO 10 KTS. THE PILOT REPORTED THAT AFTER TAKEOFF AT AN ALT OF APRX 30 FT AGL THE ACFT VEERED RIGHT AND DESCENDED INTO A WOODED AREA WHICH BORDERED THE AIRSTRIP. THE PLT REPORTED THAT THERE WERE NO FAILURES OR MECHANICAL MALFUNCTIONS OF THE AIRPLANE OR ITS SYSTEMS.

Brief of Accident (Continued)

File No. - 759

6/01/89

CRIDERS,VA

A/C Reg. No. N2602L

Time (Lcl) - 1136 EDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

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 FAILED TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE DURING THE CROSSWIND CONDITIONS ENCOUNTERED DURING  
THE INITIAL TAKEOFF CLIMB.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 675      3/04/89      BELLINGHAM, WA      A/C Reg. No. N79PK      Time (Lcl) - 1652 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  
1

-----Aircraft Information-----

Make/Model      - CESSNA 185  
Landing Gear      - SKI/WHEEL  
Max Gross Wt      - 3350  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL IO-520  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

WX Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Wind Dir/Speed- 060/009 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 4000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
HILLSBORO, OR  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - VFR  
Type Apch/Lndg      - TRAFFIC PATTERN  
STOP AND GO

Airport Proximity  
ON AIRPORT

Airport Data

BELLINGHAM  
Runway Ident      - 16  
Runway Lth/Wid      - 5000/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, SE SEA

Age - 51

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 3900  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT AND PASSENGER STATED THAT ICE HAD ACCUMULATED ON THE AIRPLANE DURING THE FLIGHT. THE PILOT STATED THAT HE WAS FATIGUED FROM THE LONG FLIGHT. THE PASSENGER ESTIMATED THE ICE WAS ABOUT 1 TO 2 INCHES THICK AND THAT ON THE BASE TO FINAL TURN THE AIRPLANE BANKED TO APPROXIMATELY 30 DEGREES. THE RATE OF DESCENT INCREASED AND THE PILOT WAS UNABLE TO ARREST THE DESCENT BEFORE THE AIRPLANE LANDED HARD SHORT OF THE RUNWAY. THE AIRPLANE STRUCK THE APPROACH LIGHTS BEFORE COMING TO REST.



Brief of Accident (Continued)

File No. - 675

3/04/89

BELLINGHAM,WA

A/C Reg. No. N79PK

Time (Lcl) - 1652 PST

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Occurrence #1           IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
  2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  4.     FATIGUE - PILOT IN COMMAND
- 

Occurrence #2           HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. MANEUVER - EXCESSIVE - PILOT IN COMMAND
  6. WING - ICE
  7.     DESCENT - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #3           ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

8. OBJECT - APPROACH LIGHT/NAVAID
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S FAILURE TO COMPENSATE FOR THE LOSS OF LIFT DUE TO ICE ACCUMULATION ON THE WINGS, HIS FAILURE TO CONTROL  
THE RATE OF DESCENT, AND POOR INFLIGHT DECISION MAKING. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S FATIGUE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 658      6/02/89      BUENA,WA      A/C Reg. No. N41721      Time (Lcl) - 0920 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation -AERIAL APPLICATION	Fire	0	1	0
Flight Conducted Under -14 CFR 137	ON GROUND	Crew 0	0	0
Accident Occurred During -MANEUVERING		Pass 0		

-----Aircraft Information-----

Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING VO-435-A1B	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2600	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 260 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BUENA,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
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,CFI	Current - YES	Total - 1400
SE LAND	Months Since - 15	Make/Model- 725
HELICOPTER	Aircraft Type - UH12E	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 50
		Last 90 Days- 100
		Rotorcraft - 1200

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION MANEUVER, THE HELICOPTER COLLIDED WITH POWER LINES AND SUBSEQUENTLY THE TERRAIN. A POST CRASH FIRE IGNITED DESTROYING THE HELICOPTER.

Brief of Accident (Continued)

File No. - 658

6/02/89

BUENA,WA

A/C Reg. No. N41721

Time (Lc1) - 0920 PDT

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Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
  2. CLEARANCE - INADEQUATE - PILOT IN COMMAND
  3. 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'S FAILURE TO MAINTAIN AN ADEQUATE VISUAL LOOKOUT AND CLEARANCE TO AVOID THE POWER LINES.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 657      6/03/89      CASHMERE, WA      A/C Reg. No. N6061N      Time (Lcl) - 1555 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAXI

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - BEECH 19A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2250  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

CASHMERE  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 60  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 228	Last 24 Hrs -	0
Make/Model-	0	Last 30 Days-	1
Instrument-	6	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

AT THE BEGINNING OF A FLIGHT, THE AIRPLANE BATTERY WAS DEAD SO THE PILOT DECIDED TO HAND PROP THE ENGINE. THE PILOT POSITIONED THE THROTTLE TO WHAT HE THOUGHT WAS IDLE AND THOUGHT HE APPLIED THE HAND BRAKE. DURING THE HAND PROPPING, THE ENGINE STARTED. THE AIRPLANE TRAVELLED FORWARD, BREAKING THE LEFT TIEDOWN ROPE. THE PILOT WAS UNABLE TO BOARD THE AIRPLANE AS IT WAS PIVOTING TO THE RIGHT. THE RIGHT TIEDOWN ROPE BROKE AND THE AIRPLANE TRAVELLED APPROXIMATELY 50 FEET BEFORE COLLIDING WITH A POLE AND AN UNOCCUPIED MOBILE HOME.

Brief of Accident (Continued)

File No. - 657

6/03/89

CASHMERE, WA

A/C Reg. No. N6061N

Time (Lc1) - 1555 PDT

-----  
Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)  
1. STARTING PROCEDURE - POOR - PILOT IN COMMAND  
2. TIE DOWN - INADEQUATE - PILOT IN COMMAND  
-----

Occurrence #2 ON GROUND COLLISION WITH OBJECT  
Phase of Operation TAXI

Finding(s)  
3. OBJECT - POLE  
4. OBJECT - BUILDING(NONRESIDENTIAL)  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT USED POOR STARTING PROCEDURES. THE AIRPLANE WAS INADEQUATELY SECURED RESULTING IN A COLLISION WITH AN OBJECT  
WHEN THE AIRPLANE BROKE FREE OF THE TIEDOWN ROPES.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 663      6/05/89      VANCOUVER,WA      A/C Reg. No. N96202      Time (Lcl) - 1825 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 -LANDING						

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC-12D	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - YES/YES
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	ON AIRPORT
Method - N/A	VANCOUVER,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EVERGREEN
Wind Dir/Speed- 350/012 KTS		Runway Ident - 28
Visibility - 40.0 SM	ATC/Airspace	Runway Lth/Wid - 2650/ 42
Lowest Sky/Clouds - 6000 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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 304
SE LAND	Months Since - 15	Last 24 Hrs - 1
	Aircraft Type - C-150	Make/Model- 69
		Instrument- 5
		Last 30 Days- 14
		Last 90 Days- 41
		Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING MAIN WHEEL LANDINGS IN THE CONVENTIONAL GEAR EQUIPPED AIRCRAFT AND LOST CONTROL DURING GROUND LANDING ROLL. THE AIRCRAFT GROUND LOOPED AND NOSED OVER. A 70 DEGREE, 12 KNOT CROSSWIND EXISTED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 663

6/05/89

VANCOUVER,WA

A/C Reg. No. N96202

Time (Lc1) - 1825 PDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - NOT CORRECTED - 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 DIRECTIONAL CONTROL DURING LANDING GROUND ROLL, RESULTING IN A GROUND LOOP AND  
NOSE OVER. THE CROSSWIND IS CONSIDERED TO BE A CONTRIBUTING FACTOR TO THE ACCIDENT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 709      6/12/89      LONGBRANCH,WA      A/C Reg. No. N39976      Time (Lcl) - 1500 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During -LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC-12D	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - UNK/NR
Landing Gear - FLOAT	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	TACOMA,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 020/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 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 - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 99
SE LAND	Months Since - 12	Make/Model- 18
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 9
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING WATER LANDINGS FOR HIS INITIAL FLOATPLANE RATING, THE RECENTLY CERTIFIED PRIVATE PILOT LOST CONTROL AFTER TOUCHDOWN ON WATER, AND THE AIRCRAFT NOSED OVER. THE PILOT REPORTED HE ATTEMPTED TO LAND TO THE SOUTH AND A WX OBSERVATION FOR THE AREA LISTED THE WINDS FROM THE NORTHEAST.



Brief of Accident (Continued)

File No. - 709

6/12/89

LONGBRANCH,WA

A/C Reg. No. N39976

Time (Lcl) - 1500 PDT

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Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - 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 POOR IN-FLIGHT DECISION BY THE PILOT TO LAND ON WATER, DOWNWIND. HIS FAILURE TO COMPENSATE FOR THE WIND CONDITIONS  
RESULTED IN A LOSS OF CONTROL AND NOSE OVER OF THE AIRPLANE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 701      7/30/89      BRINNON,WA      A/C Reg. No. N933CB      Time (Lcl) - 1700 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - ROBINSON R22  
Landing Gear      - SKID  
Max Gross Wt      - 1370  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320-B2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 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- 230/002 KTS  
Visibility      - 15.0      SM  
Lowest Sky/Clouds      - UNK/NR      SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
FOX ISLAND,WA  
Destination  
HAMMA HAMMA,WA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - VFR  
Type of Clearance      - NONE  
Type Apch/Lndg      - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND,SE SEA  
HELICOPTER

Age - 43

Biennial Flight Review

Current      - YES  
Months Since      - 1  
Aircraft Type      - R22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 246	Last 24 Hrs	- 0
Make/Model-	103	Last 30 Days-	58
Instrument-	0	Last 90 Days-	85

Instrument Rating(s)      - NONE

-----Narrative-----

DURING A PLEASURE FLIGHT, THE PILOT FELT A LOW FREQUENCY VIBRATION AND OPTED TO INITIATE A PRECAUTIONARY LANDING. DUE TO UNSUITABLE TERRAIN, THE PILOT CONTINUED THE FLIGHT OVER GLASSY WATER TO LAND ON A BEACH AREA. THE PILOT MISJUDGED THE DISTANCE ABOVE THE WATER RESULTING IN THE LEFT SKID CONTACTING THE WATER FIRST. THE PILOT STATED THAT THE ENGINE STALLED AND STOPPED AND THE HELICOPTER SETTLED SOFTLY IN THE WATER AND SANK. THE PILOT REPORTED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE HELICOPTER AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 701

7/30/89

BRINNON,WA

A/C Reg. No. N933CB

Time (Lc1) - 1700 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - NORMAL

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S INADEQUATE IN-FLIGHT PLANNING. THE HELICOPTER SKID CONTACTED THE WATER AS A RESULT OF THE PILOT'S  
MISJUDGEMENT OF CLEARANCE ABOVE THE WATER.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 688      5/22/89      WATERFORD,WI      A/C Reg. No. N3829      Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - POSITIONING	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 - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540-C2A	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2800	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	WATERFORD,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4200
SE LAND	Months Since - 12	Make/Model- 800
HELICOPTER	Aircraft Type - UH-12E	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 4040

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN NORMAL CRUISE FLIGHT THE HELICOPTER EXPERIENCED A VIBRATION. THE PILOT ELECTED TO MAKE A PRECAUTIONARY LANDING AND DURING ATTEMPTED AUTOROTATION CONTROL WAS LOST. THE INVESTIGATION REVEALED THE MAIN ROTOR DRIVE TRAIN TORSIONAL COUPLING HAD FAILED.

Brief of Accident (Continued)

File No. - 688

5/22/89

WATERFORD,WI

A/C Reg. No. N3829

Time (Lc1) - 0900 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTOR DRIVE SYSTEM - FAILURE,TOTAL

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - NOT POSSIBLE -

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 PILOT'S INABILITY TO MAINTAIN CONTROL DURING AN AUTOROTATIONAL LANDING ATTEMPT FOLLOWING THE FAILURE OF THE  
MAIN ROTOR DRIVE TRAIN TORSIONAL COUPLING.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 768      7/02/89      OSHKOSH,WI      A/C Reg. No. N65717      Time (Lcl) - 1020 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 -TAKEOFF					

-----Aircraft Information-----

Make/Model - AEROFAB LAKE LA 4-200	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WATER-CALM
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	
Obstructions to Vision- HAZE		
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)
COMMERCIAL	Current - YES	Total - 6500
SE LAND,ME LAND,SE SEA	Months Since - 8	Make/Model- 54
	Aircraft Type - LA4-200	Instrument- 0
		Multi-Eng - 1000
		Last 24 Hrs - 1
		Last 30 Days- 6
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EXECUTING TOUCH AND GO WATER LANDINGS THE AIRCRAFT EXPERIENCED A LOSS OF CONTROL WHEN IT ENCOUNTERED BOAT WAKE. THE AIRCRAFT WAS SPUN AROUND AND DURING THIS MANEUVER SUSTAINED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 768

7/02/89

OSHKOSH,WI

A/C Reg. No. N65717

Time (Lcl) - 1020 CDT

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Occurrence #1        LOSS OF CONTROL - ON GROUND

Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
  2. TERRAIN CONDITION - WATER,ROUGH
  3.    UNSUITABLE TERRAIN - ENCOUNTERED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT'S ENCOUNTER WITH UNSUITABLE TERRAIN (ROUGH WATER) AND HIS INABILITY TO MAINTAIN DIRECTIONAL CONTROL.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 652      7/17/89      CHIPPEWA FALLS,WI      A/C Reg. No. N8005W      Time (Lcl) - 1215 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	AMERY,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHIPPEWA FALLS,WI	CHIPPEWA FALLS
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 100
Lowest Sky/Clouds - 5000 FT SCATTERED	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 - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 210
SE LAND	Months Since - 21	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28	Make/Model- 100
		Instrument- 8
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN ATTEMPT TO LAND WITH A 15-20 KNOT RIGHT CROSSWIND, THE PILOT "PUSHED LEFT RUDDER JUST BEFORE TOUCHDOWN" BUT STATED THAT HE MUST HAVE PUSHED TOO HARD, BECAUSE THE AIRCRAFT TOUCHED DOWN "AT A SLIGHT ANGLE TO THE LEFT." THE PILOT ABORTED THE LANDING WHEN THE AIRCRAFT STARTED TO ANGLE OFF THE LEFT SIDE OF THE RUNWAY. SHORTLY AFTER THE AIRCRAFT BECAME AIRBORNE, AT AN ALTITUDE OF APPROXIMATELY 4 FEET AGL, THE LEFT WING STRUCK A WIND SOCK POLE AND SEPARATED FROM THE REST OF THE AIRCRAFT.



Brief of Accident (Continued)

File No. - 652

7/17/89

CHIPPEWA FALLS, WI

A/C Reg. No. N8005W

Time (Lc1) - 1215 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING - ABORTED

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
5. OBJECT - POLE
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation LANDING - ABORTED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - GROUND

----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 WHILE ATTEMPTING TO LAND IN CROSSWIND CONDITIONS. DURING THE  
ENSUING ABORTED LANDING, THE PILOT FAILED TO ENSURE ADEQUATE OBSTACLE CLEARANCE AND THE AIRCRAFT'S LEFT WING STRUCK  
THE WIND SOCK POLE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 744      7/24/89      MILWAUKEE,WI      A/C Reg. No. N9103A      Time (Lcl) - 1709 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	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING - ROLL					

-----Aircraft Information-----

Make/Model - PIPER PA38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NWS	Last Departure Point	
Method - TELETYPE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAURENCE J TIMMERMAN
Wind Dir/Speed- 110/010 KTS	ATC/Airspace	Runway Ident - 15L
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4107/ 75
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 700
SE LAND	Months Since - 8	Last 24 Hrs - 6
	Aircraft Type - C-172RG	Make/Model- 31
		Last 30 Days- 90
		Instrument- 63
		Last 90 Days- 235

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLIGHT, WHILE PRACTICING TAKEOFFS AND LANDINGS IN PREPARATION FOR STUDENT SOLO FLIGHT, THE STUDENT PILOT REPORTEDLY FLARED TOO HIGH. THE CFI STATED THAT HE WAITED FOR THE STUDENT TO TAKE CORRECTIVE ACTION, BUT THE STUDENT FAILED TO DO SO, AND THE AIRCRAFT CONTACTED THE RUNWAY ABRUPTLY. THE AIRCRAFT DEPARTED THE LEFT SIDE OF THE RUNWAY, AND SKIDDED INTO A VASI LIGHT STRUCTURE BEFORE COMING TO A STOP. THE STUDENT PILOT HAD APPROXIMATELY 25 HOURS OF TOTAL FLIGHT TIME AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 744

7/24/89

MILWAUKEE,WI

A/C Reg. No. N9103A

Time (Lc1) - 1709 CDT

Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRCRAFT HANDLING - MISJUDGED - DUAL STUDENT
2.        LACK OF TOTAL EXPERIENCE - DUAL STUDENT
3. FLARE - IMPROPER - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5. TOUCHDOWN - ABRUPT - DUAL STUDENT

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

6. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
7. GROUND LOOP/SWERVE
8. RELINQUISHING OF CONTROL - NOT PERFORMED - DUAL STUDENT
9. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

10. OBJECT - AIRPORT FACILITY
11. OBJECT - RUNWAY LIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
STUDENT PILOT'S MISJUDGED AIRCRAFT HANDLING DURING THE LANDING FLARE/TOUCHDOWN, AND THE CFI'S INADEQUATE SUPERVISION  
OF THE OPERATION. THESE RESULTED IN AN ABRUPT TOUCHDOWN, A SUBSEQUENT LOSS OF DIRECTIONAL CONTROL, AND THE AIRCRAFT'S CO  
LLISION WITH THE VASI LIGHT STRUCTURES.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 743      7/29/89      CHILTON,WI      A/C Reg. No. N4XX      Time (Lcl) - 1030 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 -LANDING - ROLL					

-----Aircraft Information-----

Make/Model - PROSPECTOR FK-1	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 - UNK/NR	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	OSHKOSH,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OSHKOSH,WI	Runway Ident - N/A
Wind Dir/Speed- 120/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1600
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 44
		Instrument- 67
		Last 30 Days- UNK/NR
		Last 90 Days- 45
		Multi-Eng - 434

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT CHECKED HIS FUEL BEFORE THE ACCIDENT FLIGHT AND ESTIMATED THAT THE AIRCRAFT CONTAINED ONE HOUR'S FUEL. HE DEPARTED AT 0930 ON A FLIGHT HE THOUGHT WOULD TAKE 30 TO 45 MINUTES. AT 1030 THE ENGINE QUIT AND A FORCED LANDING WAS MADE IN A WHEAT FIELD. THE TERRAIN WAS SOFT AND THE MAIN LANDING GEAR DUG IN AND THE AIRCRAFT NOSED OVER. POST ACCIDENT EXAM SHOWED THAT THE ACFT CONTAINED NO FUEL.

Brief of Accident (Continued)

File No. - 743

7/29/89

CHILTON,WI

A/C Reg. No. N4XK

Time (Lc1) - 1030 CDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - SOFT

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 PILOT'S POOR IN FLIGHT PLANNING IN THAT HE DIVERTED HIS ATTENTION AND CONTINUED THE FLIGHT BEYOND THE ORIGINAL  
PERIOD PLANNED. BEFORE TAKEOFF THE PILOT WAS AWARE OF HIS FUEL ENDURANCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 794      7/29/89      OSHKOSH,WI      A/C Reg. No. N7610A      Time (Lcl) - 1740 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA A152	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 - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	OSHKOSH,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	OSHKOSH,WI	WITTMAN FIELD
Wind Dir/Speed- 110/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 800/ 150
Lowest Sky/Clouds - 1700 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 2200 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9000
SE LAND,ME LAND	Months Since - 1	Make/Model- 2000
HELICOPTER	Aircraft Type - C-152	Instrument- 300
		Multi-Eng - 1000
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 35
		Rotorcraft - 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE ANNUAL EXPERIMENTAL AIRCRAFT ASSOCIATION CONVENTION AIRSHOW, THE PILOT EXECUTED AN INTENTIONAL SNAP ROLL IMMEDIATELY AFTER TAKEOFF. HE LOST VISUAL REFERENCE OUTSIDE THE AIRCRAFT DUE TO LOW VISIBILITY FROM SMOKE, HAZE, AND RAIN. THE AIRCRAFT DESCENDED OUT OF CONTROL AND IMPACTED THE TERRAIN.

Brief of Accident (Continued)

File No. - 794

7/29/89

OSHKOSH, WI

A/C Reg. No. N7610A

Time (Lcl) - 1740 CDT

Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. AEROBATICS - INTENTIONAL - PILOT IN COMMAND
2.        INADEQUATE SURVEILLANCE OF OPERATION - OTHER INSTITUTION
3. BECAME LOST/DISORIENTED
4. JUDGEMENT - POOR - PILOT IN COMMAND
5.        SELF-INDUCED PRESSURE - PILOT IN COMMAND
6. WEATHER CONDITION - HAZE/SMOKE
7.        WEATHER EVALUATION - POOR - PILOT IN COMMAND
8.        OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
9. WEATHER CONDITION - RAIN
10.       ALTITUDE - INADEQUATE - PILOT IN COMMAND
11.       VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
12. STALL - UNCONTROLLED - 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 POOR JUDGEMENT, AND POOR EVALUATION OF THE WEATHER DUE TO SELF INDUCED PRESSURE AND OVERCONFIDENCE  
IN HIS PERSONAL ABILITY. CONTRIBUTING FACTOR WAS THE EXPERIMENTAL AIRCRAFT ASSOCIATION'S INADEQUATE SUPERVISION OF  
THE OPERATION.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 793      7/30/89      OSHKOSH,WI      A/C Reg. No. N95915      Time (Lcl) - 1830 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		Other 0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 182Q	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point UNK/NR	
Method - N/A	Destination UNK/NR	Airport Data WITTMAN FIELD
Completeness - N/A		Runway Ident - UNK/NR
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- 060/004 KTS	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Visibility - 3.000 SM	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type Apch/Lndg - NONE	
Lowest Ceiling - 1800 FT OVERCAST		
Obstructions to Vision- HAZE		
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 - 431
SE LAND	Months Since - 21	Make/Model- 431
	Aircraft Type - C-182Q	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 9
		Last 90 Days- 10
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CESSNA N95915 WAS TAXIING FOR TAKEOFF. PIPER N5937W WAS STANDING WITH THE ENGINE RUNNING AWAITING TAXI INSTRUCTIONS. THE RIGHT WINGTIP OF THE CESSNA INTRUDED INTO THE PROPELLER ARC OF THE PIPER RESULTING IN SUBSTANTIAL DAMAGE TO THE CESSNA AND MINOR DAMAGE TO THE PIPER. NEITHER PILOT REPORTED INJURIES.



Brief of Accident (Continued)

File No. - 793

7/30/89

OSHKOSH,WI

A/C Reg. No. N95915

Time (Lc1) - 1830 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT  
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT OF CESSNA N95915 MISJUDGING THE DISTANCE NECESSARY TO AVOID COLLISION WITH A THE STANDING PIPER N5937W.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 793      7/30/89      OSHKOSH,WI      A/C Reg. No. N5937W      Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -STANDING

Aircraft Damage

MINOR  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	1

-----Aircraft Information-----

Make/Model      - PIPER PA28-180  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2400  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A4A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 060/004 KTS

Visibility      - 3.000 SM

Lowest Sky/Clouds      - UNK/NR

Lowest Ceiling      - 1800 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

WITTMAN FIELD

Runway Ident      - UNK/NR

Runway Lth/Wid      - UNK/NR

Runway Surface      - UNK/NR

Runway Status      - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 30

Biennial Flight Review

Current      - YES

Months Since      - 8

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 541      Last 24 Hrs - 0

Make/Model- 469      Last 30 Days- 15

Instrument- 41      Last 90 Days- 78

Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

CESSNA N95915 WAS TAXIING FOR TAKEOFF. PIPER N5937W WAS STANDING WITH THE ENGINE RUNNING AWAITING TAXI INSTRUCTIONS. THE RIGHT WINGTIP OF THE CESSNA INTRUDED INTO THE PROPELLER ARC OF THE PIPER RESULTING IN SUBSTANTIAL DAMAGE TO THE CESSNA AND MINOR DAMAGE TO THE PIPER. NEITHER PILOT REPORTED INJURIES.

Brief of Accident (Continued)

File No. - 793

7/30/89

OSHKOSH,WI

A/C Reg. No. N5937W

Time (Lc1) - 1830 CDT

-----  
Occurrence #1        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
  2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
  3. DISTANCE - MISJUDGED - PILOT OF OTHER AIRCRAFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE PILOT OF CESSNA N95914 MISJUDGING THE DISTANCE NECESSARY TO AVOID COLLISIONS WITH A THE STANDING PIPER N5937W.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 792      7/31/89      OSHKOSH,WI      A/C Reg. No. N54403      Time (Lcl) - 1625 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -DEMO(FLY-IN)  
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	0
Other	0	0	1	0

-----Aircraft Information-----

Make/Model - RYAN PT-22  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1885  
No. of Seats - 2

Eng Make/Model - KINNER R-55  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 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- 060/005 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - 6000 FT SCATTERED  
Lowest Ceiling - 15000 FT BROKEN  
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 - VFR  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

WITTMAN FIELD  
Runway Ident - 36L  
Runway Lth/Wid - 8001/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE,ATP  
ME LAND  
GLIDER

Age - 41

Biennial Flight Review

Current - YES  
Months Since - 2  
Aircraft Type - MD82

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 12000	Last 24 Hrs -	3
Make/Model-	35	Last 30 Days-	85
Instrument-	2500	Last 90 Days-	220
Multi-Eng -	10500	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG AN ANNUAL EXPERIMENTAL ACFT ASSOC (EAA) FLY-IN, A PARADE-OF-FLT DEMONSTRATION (DEMO) WAS STARTED, INVOLVING ANTIQUE & CLASSIC ACFT. AIR TRAFFIC CTL (ATC) RESPONSIBILITY FOR THE OPN WAS ASSUMED BY EAA, IAW A CERT OF WAIVER TO 14 CFR 91. THE DEMO BGN BY LINING UP ACFT NR RWY 36 TO TKOF IN SEQUENCE. WHEN SIGNALLED, EACH PLT WOULD TAKE OFF, FLY A PATTERN, THEN LND ON A GRASS STRIP BESIDE RWY 36 & BE DRCTD TO THE PARKING AREA. AFTER A PATTERN & LNDG, THE PLT OF PIPER E-2, N2414, APCHD RWY 36 (1800' FM THE RWY THRESHOLD) AS HE WAS TAXIING TO PARK. AT THE APRX SAME TIME, A RYAN PT-22, N54403, WAS BEING PREPARED FOR TAKEOFF. AN OFFICIAL (FLAGMAN) MOTIONED FOR THE E-2 TO CROSS THE RWY, BUT IT WASN'T EQUIPPED WITH BRAKES, SO THE PLT TAXIED SLOWLY. THE FLAGMAN MOTIONED FOR THE E-2 PLT TO EXPEDITE, BUT THE PLT CONTD TO TAXI SLOWLY TO AVOID ACFT AHEAD. MEANWHILE, THE PT-22 PLT BGN TAKING OFF & DID NOT SEE THE E-2 AHEAD. SHORTLY AFTER LIFT-OFF, THE PT-22 HIT THE E-2, DAMAGING BOTH ACFT. THE E-2 PLT SAW THE PT-22, MOMENTS BFR IMPACT.

Brief of Accident (Continued)

File No. - 792

7/31/89

OSHKOSH,WI

A/C Reg. No. N54403

Time (Lcl) - 1625 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - INADEQUATE -
2. INADEQUATE SURVEILLANCE OF OPERATION, INADEQUATE PROCEDURE - OTHER INSTITUTION
3. OBJECT - AIRCRAFT MOVING ON GROUND
4. CREW/GROUP COORDINATION - INADEQUATE - GROUND PERSONNEL
5. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - GROUND PERSONNEL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE EXPERIMENTAL AIRCRAFT ASSOCIATION'S (EAA'S) INADEQUATE PROCEDURE FOR PROVIDING CONTROL AND SEPARATION  
OF AIRCRAFT, ITS INADEQUATE SURVEILLANCE OF THE OPERATION, AND INADEQUATE COORDINATION BY GROUND PERSONNEL.  
RELATED FACTORS WERE: THE GROUND PERSONNEL'S LACK OF EXPERIENCE IN THE TYPE OF OPERATION, AND THE PRESENCE  
OF OTHER AIRCRAFT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 792      7/31/89      OSHKOSH, WI      A/C Reg. No. N2414      Time (Lc1) - 1625 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED		Injuries			
Type of Operation	-DEMO(FLY-IN)	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During	-TAXI		Other	0	0	0	1

-----Aircraft Information-----

Make/Model	- PIPER E-2	Eng Make/Model	- TCM A-40-4	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 970	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 40 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	WITTMAN FIELD
Wind Dir/Speed	- 060/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- 36L
Lowest Sky/Clouds	- 6000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- 15000 FT BROKEN	Type of Clearance	- 8001/ 150
Obstructions to Vision	- HAZE	- VFR	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- ASPHALT
Condition of Light	- DAYLIGHT	- TRAFFIC PATTERN	Runway Status
		FULL STOP	- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1356	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 21	Make/Model - 129	Last 30 Days - 12
	Aircraft Type - M20C	Instrument - 50	Last 90 Days - 18
		Multi-Eng - 87	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG AN ANNUAL EXPERIMENTAL ACFT ASSOC (EAA) FLY-IN, A PARADE-OF-FLT DEMONSTRATION (DEMO) WAS STARTED, INVOLVING ANTIQUE & CLASSIC ACFT. AIR TRAFFIC CTL (ATC) RESPONSIBILITY FOR THE OPN WAS ASSUMED BY EAA, IAW A CERT OF WAIVER TO 14 CFR 91. THE DEMO BGN BY LINING UP ACFT NR RWY 36 TO TKOF IN SEQUENCE. WHEN SIGNALLED, EACH PLT WOULD TAKE OFF, FLY A PATTERN, THEN LND ON A GRASS STRIP BESIDE RWY 36 & BE DRCTD TO THE PARKING AREA. AFTER A PATTERN & LNDG, THE PLT OF PIPER E-2, N2414, APCHD RWY 36 (1800' FM THE RWY THRESHOLD) AS HE WAS TAXIING TO PARK. AT THE APRX SAME TIME, A RYAN PT-22, N54403, WAS BEING PREPARED FOR TAKEOFF. AN OFFICIAL (FLAGMAN) MOTIONED FOR THE E-2 TO CROSS THE RWY, BUT IT WASN'T EQUIPPED WITH BRAKES, SO THE PLT TAXIED SLOWLY. THE FLAGMAN MOTIONED FOR THE E-2 PLT TO EXPEDITE, BUT THE PLT CONTD TO TAXI SLOWLY TO AVOID ACFT AHEAD. MEANWHILE, THE PT-22 PLT BGN TAKING OFF & DID NOT SEE THE E-2 AHEAD. SHORTLY AFTER LIFT-OFF, THE PT-22 HIT THE E-2, DAMAGING BOTH ACFT. THE E-2 PLT SAW THE PT-22, MOMENTS BFR IMPACT.

Brief of Accident (Continued)

File No. - 792

7/31/89

OSHKOSH,WI

A/C Reg. No. N2414

Time (Lcl) - 1625 CDT

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Occurrence #1            ON GROUND COLLISION WITH OBJECT  
Phase of Operation       TAXI - FROM LANDING

Finding(s)

1. PROCEDURES/DIRECTIVES - INADEQUATE -
  2.            INADEQUATE SURVEILLANCE OF OPERATION, INADEQUATE PROCEDURE - OTHER INSTITUTION
  3. OBJECT - OTHER
  4.    CREW/GROUP COORDINATION - INADEQUATE - GROUND PERSONNEL
  5.       LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - GROUND PERSONNEL
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE EXPERIMENTAL AIRCRAFT ASSOCIATION'S (EAA'S) INADEQUATE PROCEDURE FOR PROVIDING CONTROL AND SEPARATION  
OF AIRCRAFT, ITS INADEQUATE SURVEILLANCE OF THE OPERATION, AND INADEQUATE COORDINATION BY GROUND PERSONNEL.  
RELATED FACTORS WERE: THE GROUND PERSONNEL'S LACK OF EXPERIENCE IN THE TYPE OF OPERATION, AND THE PRESENCE  
OF OTHER AIRCRAFT.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 624      1/31/89      BRUCETON MILLS,WV      A/C Reg. No. N8264U      Time (Lcl) - 0615 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
1      0  
0      1

None  
0  
0

-----Aircraft Information-----

Make/Model      - CESSNA 172F  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL O-300  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 145 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 190/010 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 3000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
OAKLAND,MD  
Destination  
LANCASTER,OH

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 55  
Biennial Flight Review  
Current      - YES  
Months Since      - 7  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 130      Last 24 Hrs - UNK/NR  
Make/Model- 110      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE WAS CRUISING AT 3800 FT AND ABOUT 15 MINUTES AFTER TAKEOFF THE ENG BEGAN LOSING POWER. HE TRIED TO RESTART THE ENGINE BUT WAS UNSUCCESSFUL. THE PLT SAID HE SUSPECTED CARB ICE. HE LANDED ON A HIGHWAY AND WENT OFF THE SIDE INTO A DITCH WHERE THE ACFT ERUPTED ON FIRE. THE TEMP, 38 F; DEW PT, 33 F; CONDITIONS WERE CONDUCIVE TO INDUCTION I CING. EXAMINATION OF THE ENG DID NOT REVEAL EVIDENCE OF A MECHANICAL MALFUNCTION.



Brief of Accident (Continued)

File No. - 624

1/31/89

BRUCETON MILLS,WV

A/C Reg. No. N8264U

Time (Lcl) - 0615 EST

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Occurrence #1            LOSS OF ENGINE POWER  
Phase of Operation      CRUISE

Finding(s)

1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
  2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  3. FUEL SYSTEM,CARBURETOR - ICE
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

4. TERRAIN CONDITION - ROADWAY/HIGHWAY
  5. TERRAIN CONDITION - DITCH
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE POWER LOSS OCCURRED BECAUSE OF CARBURETOR ICE WHICH OBSTRUCTED AIRFLOW TO THE INDUCTION SYSTEM. CONTRIBUTING  
TO THE ACCIDENT WAS THE CARBURETOR ICING CONDITIONS, THE HIGHWAY AND THE DITCH WHICH WAS CONTACTED.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 725      4/19/89      NEW CUMBERLAND,WV      A/C Reg. No. N357OL      Time (Lcl) - 1335 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -GO-AROUND (VFR)						

-----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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HERRON
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2050/ 20
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 43
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 43
		Last 30 Days- 1
		Instrument- 0
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE LANDING APCH WAS FAST AND HIGH SO HE ELECTED TO GO-AROUND. DURING THE GO-AROUND THE ACFT SETTLED ONTO THE RUNWAY AND TRAVELED OFF THE LEFT SIDE OF THE RUNWAY. IT CONTINUED INTO A GRASS AREA BEFORE STRIKING A WOODEN TEE HANGAR STRUCTURE. INSPECTION FAILED TO REVEAL ANY FAILURE/MALFUNCTION OF THE ACFT; HOWEVER, THE CARB HEAT CONTROL WAS FOUND IN THE ON POSITION AND THE SPARK PLUGS WERE SOOTED. THE PLT REPORTED WINDS FROM 270 DEGS AT 10 KTS. THE LANDING WAS BEING MADE ON RWY 22.

Brief of Accident (Continued)

File No. - 725

4/19/89

NEW CUMBERLAND, WV

A/C Reg. No. N3570L

Time (Lc1) - 1335 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      GO-AROUND (VFR)

Finding(s)

1. GO-AROUND - DELAYED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
5. WEATHER CONDITION - CROSSWIND
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      GO-AROUND (VFR)

7. OBJECT - BUILDING(NONRESIDENTIAL)
8. 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 PILOT'S FAILURE TO COMPENSATE FOR CROSSWIND CONDITIONS DURING AN ATTEMPTED GO-AROUND. CONTRIBUTING FACTORS WERE  
THE CROSSWIND CONDITION AND THE PILOT'S LOW LEVEL OF EXPERIENCE.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 625      7/01/89      BRIDGEPORT, WV      A/C Reg. No. N1975N      Time (Lcl) - 0920 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 140  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1450  
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/YES  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 5.0      SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 2000 FT BROKEN  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI  
SE LAND,ME LAND

Age - 55

Biennial Flight Review

Current      - YES  
Months Since      - 15  
Aircraft Type      - 7EC

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 11990	Last 24 Hrs	- 0
Make/Model	- 150	Last 30 Days	- 32
Instrument	- 1228	Last 90 Days	- 95
Multi-Eng	- 7775		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON CLIMB OUT, AT 200 FT AGL, AFTER DOING THE THIRD T & G LNDG, WHEN THE ENG STARTED LOSING PWR. THE PLT MADE A FORCED LNDG IN AN OPEN FIELD AND THE ACFT STRUCK A POLE AND TREE. THE PLT SAID HE PUT THE ACFT IN A LEFT SLIP DURING THE THIRD LNDG APPROACH AND WAS USING THE LEFT FUEL TANK DURING THE FLIGHT. EXAMINATION OF THE ACFT REVEALED THE FUEL TANKS EACH HAD 5 GALS OF FUEL. EACH TANK CAPACITY IS 12.5 GALS. THE ENG STARTED ON THE FIRST ATTEMPT AND OPERATED WITHOUT DISCREPANCY DURING THE POST ACCIDENT EXAMINATION.

Brief of Accident (Continued)

File No. - 625

7/01/89

BRIDGEPORT, WV

A/C Reg. No. N1975N

Time (Lcl) - 0920 EDT

Occurrence #1      LOSS OF ENGINE POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
2. MANEUVER - IMPROPER - PILOT IN COMMAND
3. FLIGHT MANUALS - INADEQUATE - MANUFACTURER

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 - POLE
5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:  
THE LOSS OF ENGINE POWER BECAUSE OF FUEL STARVATION. FUEL STARVATION OCCURRED BECAUSE OF UNPORTING OF FUEL FROM  
THE TANK OUTLET WHEN THE AIRCRAFT WAS IN A SLIP ATTITUDE SHORTLY BEFORE THE POWER LOSS. A CONTRIBUTING FACTOR IS  
INADEQUATE INFORMATION IN THE FLIGHT MANUAL CAUTIONING OF THE POTENTIAL UNPORTING OF THE FUEL OUTLET.



EMBRY-RIDDLE AERO U. DAYTONA BEACH



3 1745 00082 8981

# DATE DUE

<del>MAR 19 '98</del>			
<del>MAR 30 '98</del>			
MAR 19 '98			
MAR 16 '98			
APR 7 '98			
APR 07 '98			
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