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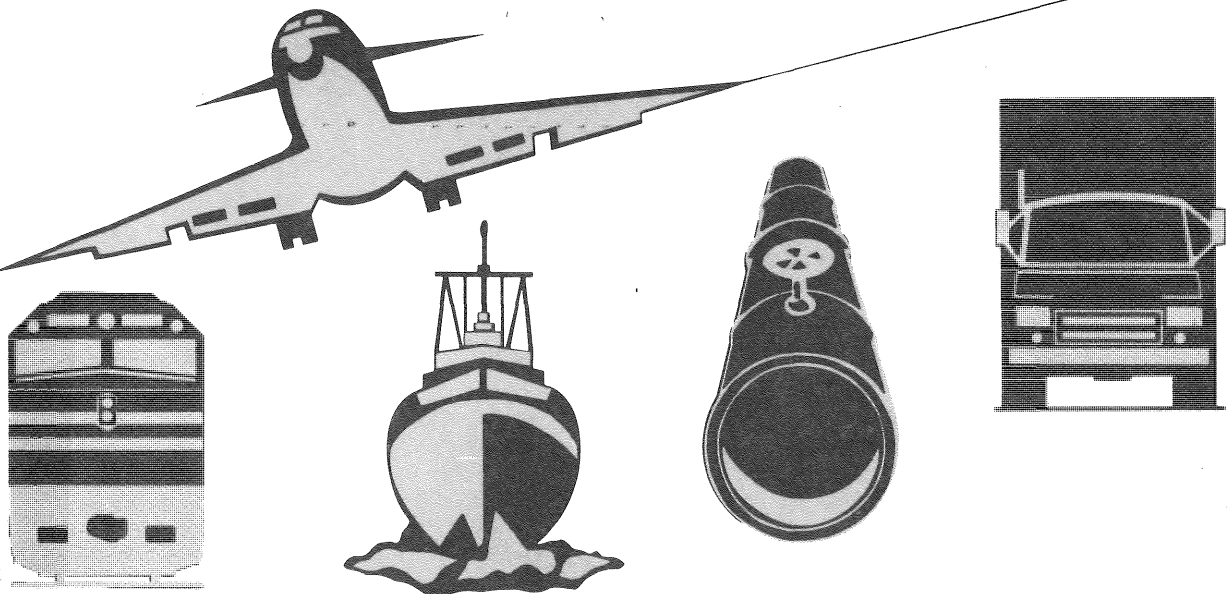
NATIONAL TRANSPORTATION SAFETY BOARD

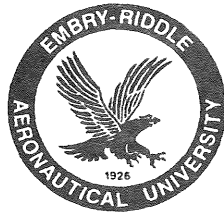
WASHINGTON, D.C. 20594



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 5 OF 1989 ACCIDENTS





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15. Supplementary Notes			
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 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. File Numbers: 801 through 828 830 through 915 917 919 through 993 995 through 1000			
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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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TABLE OF CONTENTS

	<u>Page</u>
Foreword.....	II
Table of Contents.....	IV
Explanatory Notes.....	V

AIRCRAFT ACCIDENTS

File Order Listing.....	IX
Briefs of Accidents.....	1-389

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 5

CALENDAR YEAR 1989

File Order Listing - Issue No. 5, 1989

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
801	7557M	052189	SHERIDAN, WY	CESSNA	175	NONE	386
802	49697	091489	SANTA PAULA, CA	CESSNA	152	NONE	94
803	172SC	101789	VALDOSTA, GA	CESSNA	172N	NONE	150
804	4482E	083189	TRADING BAY, AK	PIPER	PA-18-150	NONE	26
805	150LT	083089	TALKEETNA, AK	PIPER	PA-18	NONE	24
806	9114E	082489	FAIRBANKS, AK	MAULE	M-5-235C	MINOR	22
807	2355C	090989	YAKATAGA, AK	CESSNA	180	NONE	34
808	4760M	090389	IGUSHIK, AK	PIPER	PA-11	NONE	32
809	3680Z	091189	TRADING BAY, AK	PIPER	PA-18	NONE	40
810	2137Z	090289	ANCHORAGE, AK	CESSNA	180	MINOR	30
811	2459L	090189	SPARREVOHN, AK	CESSNA	172H	NONE	28
812	7525E	051689	ST GEORGE, UT	CHAMPION	7EC	NONE	350
813	78254	081989	EUREKA LODGE, AK	CESSNA	172	NONE	20
814	83622	081389	RED LAKE, AK	PIPER	PA-18	NONE	14
815	6327Z	081689	ANCHORAGE, AK	CESSNA	206	NONE	16
816	5644W	080989	NEBESNA GLACIER, AK	MAULE	M-5	NONE	12
817	8726R	080489	KODIAK, AK	PIPER	J3C-65	NONE	10
818	4005Y	073089	TOZITNA RIVER, AK	CESSNA	185	MINOR	8
819	75LE	063089	FAIRBANKS, AK	CESSNA	185	NONE	4
820	5577G	071289	ANCHORAGE, AK	SCORPION	II	NONE	6
821	204CW	060589	KING SALMON, AK	HELIO	H-295	NONE	2
822	8271F	062489	RALEIGH, NC	CESSNA	401	NONE	270
823	65212	071989	JAY, FL	BELL	TH-13T	NONE	136
824	7509Q	062989	CRESTONE, CO	CESSNA	310Q	FATAL	108
825	5295H	070489	MINOT, ND	PIPER	PA-16	SERIOUS	276

File Order Listing - Issue No. 5, 1989

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
826	5222X	100889	MONTAGUE ISLAND, AK	CHAMPION	7KCAB	NONE	50
827	5715D	100589	DILLINGHAM, AK	PIPER	PA-22	NONE	48
828	4099E	091089	WOOD RIVER, AK	PIPER	PA-18	NONE	36
830	66WR	010589	MACON, MO	WELLS	VARIEZE	FATAL	242
831	57622	071789	HASWELL, CO	PIPER	PA-36	MINOR	112
832	6633Q	071889	ANAHUAC, TX	GRUMMAN-SCHW	G-164B	MINOR	344
833	8916H	061589	MORSE, LA	GRUMMAN-SCHW	G-164A	NONE	202
834	4591	050689	EDCOUCH, TX	GRUMMAN-SCHW	G-164	NONE	342
835	7320C	041989	GANADO, TX	AIR TRACTOR	AT-502	NONE	340
836	73089	052689	ARCOLA, MS	AIR TRACTOR	AT-301	NONE	258
837	69271	060489	DOVER AFB, DE	CESSNA	152	NONE	116
838	617CC	100289	SEDONA, AZ	CESSNA	501	NONE	80
839	4943X	080689	MOSCOW, AR	ROCKWELL INT	S-2R	SERIOUS	72
840	714UQ	052489	FORT PIERCE, FL	CESSNA	152	MINOR	118
841	348U	021789	HAMBURG, AR	BEECH	58	FATAL	60
842	4931X	070589	REYNO, AR	ROCKWELL-INT	S-2R	FATAL	66
843	7501Q	080289	AUSTWELL, TX	SCHWEIZER	G-164B	NONE	346
844	3269L	071189	HATTON, ND	CESSNA	172H	MINOR	278
845	624H	051789	COLORADO SPGS, CO	ENSTROM	280C	MINOR	102
846	8752S	061889	PORT HURON, MI	CESSNA	150	SERIOUS	220
847	5498B	042589	CAHOKIA, IL	CESSNA	152	NONE	160
848	12VR	061789	INDIANAPOLIS, IN	MAULE	MX-7-235	NONE	186
849	39868	042389	WATERTOWN, WI	BELLANCA	17-30A	NONE	368
850	8301F	071589	GRAYSLAKE, IL	PIPER	PA-32-301	NONE	170
851	64087	071189	LOGANSPOUT, IN	CESSNA	172P	MINOR	190

File Order Listing - Issue No. 5, 1989

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
852	3939D	070289	TECUMSEH, MI	CESSNA	182A	MINOR	222
853	2484L	081589	LAKE VILLAGE, IN	CESSNA	172H	NONE	194
854	16LL	081389	WADSWORTH, OH	PIPER	PA-34-200	NONE	302
855	60263	080489	PUTNAM, IL	CESSNA	150J	MINOR	172
856	9520X	061989	OCEAN CITY, MD	CESSNA	210A	NONE	210
858	1652G	060289	MYRTLE BEACH, SC	CHAMPION	7GCBC	NONE	316
859	5082S	052389	DAYTON, OH	ROCKWELL	114	NONE	294
860	3077X	081389	SANTA FE, NM	BEECH	A36	MINOR	288
861	8065D	052989	RANGELY, CO	PIPER	PA-22-150	NONE	106
862	17184	052789	FORT COLLINS, CO	CESSNA	177B	MINOR	104
863	735BN	092489	MT PLEASANT, SC	CESSNA	182Q	NONE	324
864	666KH	090289	HANCEVILLE, AL	PIPER	PA-24-260	SERIOUS	58
865	9332L	092289	MEDINA, OH	AMERICAN	AA-1A	NONE	304
866	2210H	080889	INDIANOLA, IA	BALLOON WORK	FIREFLY-7	MINOR	156
867	68591	080689	MINNEAPOLIS, MN	STINSON	L-5	NONE	232
868	4278E	072989	LIBERTY, MO	PIPER	PA-38-112	NONE	250
869	757HY	073189	FT SMITH, AR	CESSNA	152	NONE	70
870	2168S	082689	PARK RAPIDS, MN	BELL	206B	NONE	238
871	63884	082789	KANSAS CITY, MO	CONSOLIDATED	BT-13A	NONE	252
872	10103	082589	WABBASEKA, AR	AIR TRACTOR	AT-401	NONE	76
873	8471E	081589	WASECA, MN	BELL	47G-B3	MINOR	234
874	812SS	082089	CARLISLE, MN	DORMOY	TKD BATHTU	MINOR	236
875	9658A	101089	PEORIA, IL	CESSNA	140A	NONE	178
876	6342G	070889	LOUISVILLE, CO	CESSNA	150K	FATAL	110
877	1887D	062489	GLENROCK, WY	BEECH	35	FATAL	388

File Order Listing - Issue No. 5, 1989

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
878	7545F	060489	MONTICELLO, UT	CHAMPION	7GCBC	SERIOUS	352
879	55357	092489	LEBANON, OH	PIPER	PA-28-180	NONE	306
880	8886	082789	EAU CLAIRE, WI	PIPER	PA-23-160	NONE	376
881	7818R	092889	PRINCETON, IL	BEECH	36	NONE	176
882	736JM	080589	VINCENNES, IN	CESSNA	R172K	NONE	192
883	5131M	080689	GARRETTSVILLE, OH	TAYLORCRAFT	BC12-D	SERIOUS	298
884	1535M	052789	FORT LAUDERDALE, FL	BOEING	E75N1	NONE	124
885	1365E	061289	CHEMULT, OR	CESSNA	172	SERIOUS	312
886	95KS	092889	BLOOMINGTON, MN	HUGHES	269C	NONE	240
887	699T	081889	CONCORD, AR	BEECH	V35B	NONE	74
888	8456R	011889	BAGLEY, AL	PIPER	PA-28-140	FATAL	56
889	9823X	080689	DURANGO, CO	CESSNA	185	NONE	114
890	8824D	061889	MICHIGAN CITY, IN	PIPER	PA-22	SERIOUS	188
891	163MH	051489	BIG RAPIDS, MI	AVIONS MAX H	MH 1521	NONE	216
892	16TP	021289	STEVENS POINT, WI	PIPER	PA-28R-201	NONE	366
893	2529D	060889	ELYRIA, OH	PIPER	PA-38-112	NONE	296
894	61306	011589	OSCEOLA, WI	CESSNA	150J	NONE	364
895	91072	060589	SUFFOLK, VA	BEECH	T-34B	NONE	356
896	6663Z	071189	WH SULPHUR SPGS, MT	PIPER	PA-25	NONE	262
897	4763P	052989	WHEELING, IL	CESSNA	P210N	NONE	168
898	82702	051489	OJIBWA, WI	PIPER	PA-28RT-20	NONE	370
899	149RT	070389	FORT LAUDERDALE, FL	CESSNA	421B	NONE	134
900	3201U	052789	BIG PINE KEY, FL	MOONEY	M20J	FATAL	122
901	9299Q	030489	ST MARYS ISLAND, GA	BEECH	95-B55	FATAL	140
902	2604N	032489	MAYFLOWER, AR	PIPER	PA-38-112	FATAL	62

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
903	37511	051389	ELDON, MO	BENSEN	B-8KSB	SERIOUS	248
905	80WB	052689	NICEVILLE, FL	BRYAN	ZENITH CH-	FATAL	120
906	6812R	040989	ASPEN, CO	CESSNA	T210F	FATAL	100
907	48313	072089	BLACKRIVERFALLS, WI	HILLER	UH-12E	MINOR	374
908	70406	081189	HENDERSONVILLE, NC	DAMMANN	N3-2	FATAL	274
909	74849	071789	WASHINGTON, NC	WHITMAN TAIL	W-8	NONE	272
910	2487B	061789	MOUNDSVILLE, WV	BELL	47G-2	NONE	382
911	4594T	070889	HOLLY HILL, SC	PIPER	PA28-140	NONE	322
912	9187A	032389	RAVENSWOOD, WV	CESSNA	170A	NONE	378
913	85715	051989	INDIAN HEAD, MD	AERONCA	7AC	NONE	206
914	26208	071989	CIMARRON, NM	BEECH	A36	NONE	286
915	7605T	061289	MADISON HEIGHTS, VA	CESSNA	172A	NONE	358
917	6736L	102289	LANSING, IL	BEECH	A36	NONE	180
919	35561	061189	NEW ERA, MI	CESSNA	172I	SERIOUS	218
920	33N	081989	HOWELL, MI	CESSNA	T-337D	NONE	226
921	915Q	081389	BLOOMINGTON, IL	BEECHCRAFT	A33	NONE	174
922	4054J	071289	IOLA, WI	CESSNA	150	MINOR	372
923	7093K	070389	GLADWIN, MI	PIPER	PA-20	MINOR	224
924	52634	031889	ROCKFORD, IL	CESSNA	177RG	NONE	158
925	51516	070789	WILLIAMSON, WV	HUGHES	500D	SERIOUS	384
926	6760D	070189	FRUITLAND, MD	BELL	47J	NONE	212
927	48385	032589	ADVANCE, MO	GRUMMAN	G-164A	NONE	244
928	96299	102089	HIWASSE, AR	CESSNA	172Q	NONE	78
929	63091	092489	CALIFORNIA, MO	CESSNA	150	NONE	256
930	182JR	090289	OZARK, MO	BELL	47G	NONE	254

File Order Listing - Issue No. 5, 1989

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
931	8425V	071889	BONO, AR	ROCKWELL INT	S2R	NONE	68
932	46207	070989	SANTA PAULA, CA	RYAN	SCW-145	NONE	92
933	4022R	073089	WILLIAMSBURG, VA	PIPER	PA-32-300	NONE	360
934	4JK	080689	CIRCLEVILLE, OH	KEENER	ROTORWAY/E	NONE	300
935	714SR	061789	KNOXVILLE, TN	CESSNA	150M	MINOR	330
936	371FZ	052189	COLUMBIA, IL	ZENGEL	RV-4	MINOR	164
937	85243	042589	MARSEILLES, IL	AERONICA	7AC	MINOR	162
938	1124S	052889	CHURCHVILLE, MD	SCHWEIZER	I-26E	SERIOUS	208
939	4423Z	083089	GRAND CHENIER, LA	PIPER	PA-18-150	MINOR	204
940	9021M	011889	RONKONKOMA, NY	ROBINSON	R-22HP	SERIOUS	292
941	3278C	030889	WATKINS, CO	CRAVEN'S QUI	Q2	FATAL	96
941	7392G	030889	WATKINS, CO	CESSNA	172K	FATAL	98
942	1432D	010189	SPECULATOR, NY	CESSNA	170A	MINOR	290
943	2CL	010289	CARMEL, IN	PIPER	PA-28-200	FATAL	182
944	935F	020989	SALT LAKE CITY, UT	MCDONNELL DO	DC-9-32F	FATAL	348
945	59KM	013189	NOCONA, TX	CESSNA	180B	NONE	334
946	588FL	021289	JASPER, TN	PIPER	PA-28-140	FATAL	326
947	7025L	021389	TYLER, TX	MBB	BK-117 A-1	FATAL	336
948	8369K	031289	NEW ORLEANS, LA	PIPER	PA-28-161	FATAL	198
950	5754J	022389	HARDING TWP, NJ	BELL	206B	NONE	284
951	6299K	020489	HAMMONTON, NJ	CESSNA	150	SERIOUS	282
952	67561	020189	KENNEBUNK, ME	BEECH	A-36	SERIOUS	214
953	27WF	032689	CROTHERSVILLE, IN	BEECH	95-B-55	MINOR	184
954	5112Y	021289	HUNTERSVILLE, NC	PIPER	PA-23-250	NONE	264
955	512PV	012889	PLACERVILLE, CA	EAA	WAG-AERO S	MINOR	86

File Order Listing - Issue No. 5, 1989

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
956	601RF	030489	W. COLUMBIA, SC	CESSNA	180J	NONE	314
957	73944	031689	SWAINSBORO, GA	CESSNA	172N	MINOR	142
958	56600	022689	LIBERTY, NC	PIPER	PA-28-235	NONE	266
959	4521S	010989	PAWHUSKA, OK	BEECH	V35B	NONE	308
960	27555	010989	S. TIMBALIER 75, GM	BELL	206L-1	MINOR	154
961	78TW	062089	GASTON, SC	BEECH	B-60	FATAL	320
962	6367G	060389	N. MYRTLE BEACH, SC	CESSNA	150K	FATAL	318
963	7596E	012189	LUXEMBURG, MN	CHAMPION	7EC	FATAL	228
964	736RT	032889	HONDO, TX	CESSNA	172XP	FATAL	338
965	22704	010389	S.TIMBALIER 151, GM	BELL	206B-III	MINOR	152
966	4126Y	021689	JACKSON, GA	BELLANCA	7GCBC	FATAL	138
967	33066	042189	ASHLAND, NE	PIPER	J3C	FATAL	280
968	9646H	052889	OAKLAND, AR	CESSNA	172M	SERIOUS	64
969	5357Q	051089	COTTAGE GROVE, MN	CESSNA	152	SERIOUS	230
970	3281T	030989	COVINGTON, KY	BEECH	BE-18	FATAL	196
971	95PB	050689	MT. PLEASANT, TN	EMBRAER	EMB-110-P1	FATAL	328
972	9502C	040689	RUPERT, WV	BEECH	C35	FATAL	380
973	8974M	011089	RIPON, CA	BEECH	35-B33	FATAL	82
974	26198	042089	STOCKTON, CA	ROBINSON	R22 BETA	FATAL	88
975	3581G	050789	HAMILTON, MO	CALLAIR	A-9	FATAL	246
976	32GR	052289	MC HENRY, IL	RUSCHKE	STARDUSTER	FATAL	166
977	5509K	080389	ATLANTA, GA	CONVAIR	640 (340D)	NONE	148
978	3100B	061089	SARASOTA, FL	CESSNA	170B	FATAL	126
979	26313	012289	LAKE VIEW, CA	GRUMMAN	AA5A	FATAL	84
980	5368H	032989	DANVILLE, GA	PIPER	PA-16	NONE	144

File Order Listing - Issue No. 5, 1989

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
981	5325N	052989	JACKSONVILLE, NC	BOEING	E-75 (PT-1	FATAL	268
982	8773S	062989	AMERICUS, GA	AIR TRACTOR	AT-301	FATAL	146
983	2UM	061889	LANTANA, FL	UHLEY-MASON	R.A.F. VAR	FATAL	132
984	816FW	081689	ORANGE, VA	BEECH	B55	NONE	362
985	27FH	030389	ROANOKE, VA	BEECH	V35TC	FATAL	354
986	76KM	060189	BIG TIMBER, MT	BELL	206L-3	FATAL	260
987	6301M	050589	PORT SAN LUIS, CA	CESSNA	152	FATAL	90
988	52AK	092789	PALMER, AK	EVANSON	LONG EZ/52	FATAL	44
989	62RT	091489	STONY RIVER, AK	PIPER	PA-18	NONE	42
990	339T	091089	CIRCLE CITY, AK	PIPER	PA-18	NONE	38
991	64399	092889	TRADING BAY, AK	CESSNA	185	NONE	46
992	5606C	110689	FAIRBANKS, AK	CESSNA	140	NONE	52
993	3654C	111889	PORT HEIDEN, AK	CESSNA	180	NONE	54
995	88297	081989	GALBRAITH LAKE, AK	BELLANCA	8GCBC	NONE	18
996	90619	050389	NEW IBERIA, LA	SMITH AEROST	601	FATAL	200
997	XBDYP	011889	LAREDO, TX	DOUGLAS	DC-3	SERIOUS	332
998	57946	061589	DAYTONA BEACH, FL	BOEING	A-75	FATAL	130
999	9834D	061089	ST. AUGUSTINE, FL	PIPER	PA-22-160	FATAL	128
1000	2202C	052689	ARDMORE, OK	BELL	47D-1	NONE	310

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 5 OF 1989 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 821 6/05/89 KING SALMON, AK A/C Reg. No. N204CW Time (Lcl) - 1610 ADT

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

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

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

Make/Model - HELIO H-295	Eng Make/Model - LYCOMING G0-480	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 295 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	KING SALMON
Wind Dir/Speed- 320/008 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8500/ 150
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 4900 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 7300
SE LAND,ME LAND,SE SEA	Months Since - 15	Last 24 Hrs - UNK/NR
	Aircraft Type - C-150	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT TOOK OFF ON RWY 11 (8500' LONG), THEN LANDED IMMEDIATELY AFTER LIFT-OFF, STATING THE ACFT HAD AN ENG PROBLEM. HE TAXIED OFF THE RWY AT MIDFIELD FOR 2 TO 3 MIN, THEN REQUESTED & RCVD CLEARANCE TO TAKE OFF AGAIN. IMMEDIATELY AFTER BECOMING AIRBORNE AGAIN (WITH A TAILWIND), HE LANDED (HARD) ON THE REMAINING RWY. AT THAT TIME, THE ACFT GROUND LOOPED & CAME TO REST WITH A FAILED TAILWHEEL A-FRAME. THE ACFT WAS EQUIPPED WITH AN OVERSIZE (ZAEAL 8:00 X 6) TAILWHEEL IN ACCORDANCE WITH STC SA1389CE. THE PLT RPRTD THAT AFTER THE 2ND TAKEOFF, HE NOTED WHAT HE BELIEVED WAS A PROPELLER PROBLEM, WHICH PROMPTED HIM TO ABORT THE TAKEOFF AGAIN. AN ENG RUN-UP WAS MADE AFTER THE ACDNT, BUT NO PROBLEM WAS FOUND WITH EITHER THE ENG OR THE PROPELLER.

Brief of Accident (Continued)

File No. - 821

6/05/89

KING SALMON, AK

A/C Reg. No. N204CW

Time (Lc1) - 1610 ADT

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

Finding(s)

1. UNDETERMINED
2. ABORTED TAKEOFF
3. WEATHER CONDITION - TAILWIND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. LANDING GEAR, TAILWHEEL ASSEMBLY - FAILURE, TOTAL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - ABORTED

Finding(s)

6. DIRECTIONAL CONTROL - NOT POSSIBLE -
7. GROUND LOOP/SWERVE - UNCONTROLLED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
AN UNDETERMINED PROBLEM RELATED TO THE ENGINE, PROPELLER, AND/OR FAILED TAILWHEEL ASSEMBLY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 819 6/30/89 FAIRBANKS, AK A/C Reg. No. N75LE Time (Lcl) - 2242 ADT

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

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

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

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-470-F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/006 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 5500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data FAIRBANKS</p> <p>Runway Ident - 15</p> <p>Runway Lth/Wid - 3600/ 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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - C-185</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 164</p> <p>Make/Model- 163</p> <p>Instrument- 3</p> <p>Multi-Eng - 0</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 2</p> <p>Last 90 Days- 43</p> <p>Rotorcraft - 0</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT AS HE WAS LANDING, A GUST OF WIND FROM THE LEFT LIFTED THE LEFT WING. SUBSEQUENTLY, THE RIGHT WING HIT THE GROUND AND THE RIGHT WING TIP AND AILERON WERE DAMAGED.

Brief of Accident (Continued)

File No. - 819

6/30/89

FAIRBANKS, AK

A/C Reg. No. N75LE

Time (Lcl) - 2242 ADT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S INADEQUATE COMPENSATION FOR WIND CONDITIONS. THE CROSSWIND AND GUSTS WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 820 7/12/89 ANCHORAGE, AK A/C Reg. No. N5577G Time (Lcl) - 0410 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation	-UNAUTHORIZED	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-HOVER						

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

Make/Model	- SCORPION II	Eng Make/Model	- JOHNSON RW-133	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 1480	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 2	Rated Power	- 133 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		MERRILL FIELD	
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 25.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
NONE	Current	Total	- 0
	Months Since	Make/Model	- 0
	Aircraft Type	Instrument	- 0
		Last 24 Hrs	- 0
		Last 30 Days	- 0
		Last 90 Days	- 0

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO LOCAL POLICE OFFICIALS, THE HELICOPTER WAS BEING TAKEN ON AN UNAUTHORIZED FLIGHT WHEN IT COLLIDED WITH A NEARBY AIRPORT BUILDING. THE PERSON AT THE FLIGHT CONTROLS WAS NOT DETERMINED, BUT POLICE OFFICIALS IDENTIFIED A PERSON THAT THEY BELIEVED HAD ATTEMPTED TO TAKE THE HELICOPTER. THIS PERSON HAD NO FAA FLIGHT CERTIFICATE & WAS PRESUMED TO HAVE HAD NO PREVIOUS FLIGHT EXPERIENCE AS A PILOT.

Brief of Accident (Continued)

File No. - 820

7/12/89

ANCHORAGE, AK

A/C Reg. No. N5577G

Time (Lc1) - 0410 ADT

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
 2. AIRCRAFT CONTROL - NOT MAINTAINED - UNQUALIFIED PERSON
-

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

Finding(s)

3. OBJECT - AIRPORT FACILITY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
UNQUALIFIED PERSON AT THE FLIGHT CONTROLS, WHO WAS UNABLE TO MAINTAIN CONTROL OF THE HELICOPTER. THE NEARBY BUILDING
(AIRPORT FACILITY) WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 818 7/30/89 TOZITNA RIVER,AK A/C Reg. No. N4005Y Time (Lcl) - 1900 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

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

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-470	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	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	CHUGIAK,AK	Runway Ident - 12
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - 900/ 40
Visibility - 100.0 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 - NONE	
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)
COMMERCIAL	Current - YES	Total - 2874
SE LAND,ME LAND	Months Since - 12	Last 24 Hrs - 3
	Aircraft Type - C-185	Make/Model- 1600
		Last 30 Days- 12
		Instrument- 59
		Last 90 Days- 27
		Multi-Eng - 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STARTED TO TAKE OFF FROM A SHORT RUNWAY, SURROUNDED BY OBSTRUCTIONS, IN VARIABLE WIND CONDITIONS. HE REPORTED THAT SHORTLY AFTER LIFT-OFF, THE WIND SHIFTED AND HE WAS UNABLE TO GET THE AIRPLANE TO CLIMB SUFFICIENTLY TO CLEAR NEARBY TREES. SUBSEQUENTLY, THE AIRPLANE HIT THE TREES, CART-WHEELED, AND CRASHED. THE PILOT WAS WEARING A SNUGLY FASTENED SHOULDER HARNESS AND BELIEVED THAT IT KEPT HIM FROM RECEIVING SERIOUS OR FATAL INJURIES.

Brief of Accident (Continued)

File No. - 818

7/30/89

TOZITNA RIVER, AK

A/C Reg. No. N4005Y

Time (Lcl) - 1900 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PREFLIGHT PLANNING/PREPARATION BY THE PILOT. HIGH OBSTRUCTIONS, UNFAVORABLE WIND CONDITIONS, AND TREES WERE
CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 817 8/04/89 KODIAK, AK

A/C Reg. No. N8726R

Time (Lcl) - 1930 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 65 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

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

Weather Data

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

Itinerary

Last Departure Point

KODIAK, AK

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRSTRIP

Airport Data

MILLER FIELD

Runway Ident - 36

Runway Lth/Wid - 5000 -UNK/NR

Runway Surface - GRAVEL

Runway Status - DRY

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

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

Age - 53
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - J-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 197

Make/Model- 35

Instrument- UNK/NR

Multi-Eng - 0

Last 24 Hrs - UNK/NR

Last 30 Days- 6

Last 90 Days- 6

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED KODIAK STATE AIRPORT ON A LOCAL FLIGHT TO MILLER FIELD (AN UNMAINTAINED, CLOSED, GRAVEL STRIP). WHILE LANDING IN CALM WIND CONDITIONS, HE LOST CONTROL OF THE AIRCRAFT. SUBSEQUENTLY, IT GROUND LOOPED, A WING HIT THE GROUND, AND THE AIRCRAFT WAS DAMAGED.

Brief of Accident (Continued)

File No. - 817

8/04/89

KODIAK, AK

A/C Reg. No. N8726R

Time (Lc1) - 1930 ADT

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

Finding(s)

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL AND INADVERTENTLY ALLOWED THE AIRCRAFT TO GROUND LOOP.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 816 8/09/89 NEBESNA GLACIER, AK A/C Reg. No. N5644W Time (Lcl) - 1730 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - MAULE M-5
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 235 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 210/010 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
NORTHWAY, AK
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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND, SE SEA
HELICOPTER

Age - 39

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - HH-3F

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

Total	- 3528	Last 24 Hrs	- 6
Make/Model	- 80	Last 30 Days	- 50
Instrument	- 235	Last 90 Days	- 125
Multi-Eng	- 12	Rotorcraft	- 3200

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT WAS ON A FLT TO THE NEBESNA GLACIER AREA TO GO HUNTING. HE FOUND WHAT LOOKED LIKE A CHOICE SITE TO LAND FROM WHERE HE PLANNED TO HIKE. HIS 1ST APCH TO LAND WAS LONG, SO HE MADE A GO-AROUND. HIS 2ND APCH WAS ALSO LONG, BUT THIS TIME, THE ACFT TOUCHED DOWN & THE WHEELS CAUGHT SOME LOW SHRUBS, SLOWING THE ACFT. THE PLT STATED HE "ADDED FULL POWER FOR GO-AROUND, STRUGGLED INTO THE AIR WITH FULL FLAPS, AND TURNED TOWARD LOWER TERRAIN" WHICH WAS DOWN WIND. HE SAID THE ACFT ENCOUNTERED A DOWNDRAFT & WAS "PUSHED" INTO A DRY RIVER BED. HE STATED THAT HE MADE A CONTROLLED LANDING ABOUT 1/2 MI FROM THE INTENDED LANDING AREA, BUT THE TERRAIN WAS TOO ROUGH & THE LANDING GEAR BROKE OFF.

Brief of Accident (Continued)

File No. - 816

8/09/89

NEBESNA GLACIER, AK

A/C Reg. No. N5644W

Time (Lcl) - 1730 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TOUCHDOWN - INADVERTENT - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH VEGETATION
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. WEATHER CONDITION - DOWNDRAFT
7. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

8. LANDING GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT ALLOWED THE AIRCRAFT TO INADVERTENTLY TOUCH DOWN, HE DELAYED MAKING A GO-AROUND, AND HE DID NOT MAINTAIN SUFFICIENT SPEED TO CONTINUE THE GO-AROUND. CONTRIBUTING FACTORS WERE: THE PILOT'S SELECTION OF UNSUITABLE TERRAIN, HIGH VEGETATION IN THE SELECTED LANDING AREA, A DOWNDRAFT, AND ROUGH TERRAIN IN THE DRY RIVER BED.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 814 8/13/89 RED LAKE, AK A/C Reg. No. N83622 Time (Lcl) - 0800 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

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

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

ELT Installed/Activated - YES/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- LIGHT AND VARIABLE

Visibility - 15.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 3000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
YOUR CREEK, AK

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

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, SE SEA

Age - 24
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-152

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

Total	- 611	Last 24 Hrs	- 1
Make/Model-	273	Last 30 Days-	12
Instrument-	40	Last 90 Days-	27
Multi-Eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE HUNTING SHEEP, THE PILOT ELECTED TO LAND ON A MOUNTAIN RIDGE. THE TERRAIN WAS ROUGH WITH TUNDRA & ROCKS. DURING THE LANDING, THE RIGHT MAIN LANDING GEAR WENT IN A HOLE & WAS BENT, ALLOWING THE NOSE TO DROP & THE RIGHT WING TO HIT THE GROUND.

Brief of Accident (Continued)

File No. - 814

8/13/89

RED LAKE, AK

A/C Reg. No. N83622

Time (Lcl) - 0800 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S SELECTION OF UNSUITABLE TERRAIN. THE ROUGH/UNEVEN TERRAIN WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 815 8/16/89 ANCHORAGE, AK A/C Reg. No. N6327Z Time (Lc1) - 1215 ADT

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

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

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

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

<p>Weather Data</p> <p>Wx Briefing - PATWAS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 150/008 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 3000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>CAMPBELL LAKE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - WATER</p> <p>Runway Status - WATER - CHOPPY</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 - 64</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 14</p> <p>Aircraft Type - C-185</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1805</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 303</td> <td>Last 30 Days- 8</td> </tr> <tr> <td>Instrument- 4</td> <td>Last 90 Days- 26</td> </tr> </table>	Total - 1805	Last 24 Hrs - 0	Make/Model- 303	Last 30 Days- 8	Instrument- 4	Last 90 Days- 26
Total - 1805	Last 24 Hrs - 0							
Make/Model- 303	Last 30 Days- 8							
Instrument- 4	Last 90 Days- 26							

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT BEGAN TAKING OFF FROM THE WEST END OF CAMPBELL LAKE WITH A RIGHT QUARTERING CROSSWIND. HE RPRTD THAT THE ACFT "HAD JUST CLEARED THE WATER AT ABOUT 50 KNOTS PLUS (WHEN) A LARGE GUST OF WIND PICKED THE PLANE UP ABOUT 10-15 FEET, LIFTED THE RIGHT WING SOME, AND THEN SLAMMED THE PLANE ONTO THE LAKE." SUBSEQUENTLY, THE STRUTS WERE DAMAGED, BUT THE PLT WAS ABLE TO TAXI BACK TO THE DOCK. NO PREIMPACT MALFUNCTION OR FAILURE OF THE ACFT WAS RPRTD. A WITNESS SAID THE ACFT APPEARED TO LIFT-OFF PREMATURELY WITH AN EXCESSIVELY NOSE HIGH ATTITUDE, THEN STALL & HIT THE WATER.

Brief of Accident (Continued)

File No. - 815

8/16/89

ANCHORAGE, AK

A/C Reg. No. N6327Z

Time (Lcl) - 1215 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - WATER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT ALLOWED THE AIRCRAFT TO LIFT-OFF PREMATURELY, THEN INADVERTENTLY ENTER A STALL/MUSH. THE GUSTY/CROSSWIND
CONDITIONS WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 995 8/19/89 GALBRAITH LAKE, AK A/C Reg. No. N88297 Time (Lcl) - 1200 ADT

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

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

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

Make/Model - BELLANCA 8GCBC	Eng Make/Model - LYCOMING O-360-C2E	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FAIRBANKS, AK	Runway Ident - N/A
Wind Dir/Speed- 090/005 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 - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 400
SE LAND	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - 8GCBC	Make/Model- 350
		Instrument- 0
		Last 30 Days- 35
		Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT'S TAIL WHEEL TIRE WAS PUNCTURED BY A ROCK AND BLEW DURING THE ATTEMPTED TAKEOFF FROM A GRAVEL BAR. THE PILOT ATTEMPTED TO ABORT THE TAKEOFF AND CONTROL OF THE AIRCRAFT WAS LOST.

Brief of Accident (Continued)

File No. - 995

8/19/89

GALBRAITH LAKE, AK

A/C Reg. No. N88297

Time (Lcl) - 1200 ADT

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. LANDING GEAR, TIRE - FAILURE, TOTAL
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOTS FAILURE TO MAINTAIN DIRECTION CONTROL AFTER ABORTING TAKEOFF FOLLOWING FAILURE OF THE TAIL LANDING GEAR
TIRE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 813 8/19/89 EUREKA LODGE, AK A/C Reg. No. N78254 Time (Lc1) - 1330 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 -LANDING					

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	TYONE CREEK, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EUREKA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 09
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 76	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1017
SE LAND	Months Since - 1	Make/Model- 1017
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 4
		Last 30 Days- 12
		Last 90 Days- 47
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THERE WAS A HUMP ON THE LANDING STRIP. HE STATED THAT DRG A LANDING, "IT CAUGHT THE MAIN LANDING GEAR CAUSING THE PLANE TO BOUNCE AND COME DOWN TOO HARD ON (THE) FRONT LANDING GEAR CAUSING IT TO FAIL." THE COWLING, CARB HEAT BOX, MUFFLER & ONE WING TIP WERE ALSO DAMAGED.

Brief of Accident (Continued)

File No. - 813

8/19/89

EUREKA LODGE, AK

A/C Reg. No. N78254

Time (Lc1) - 1330 ADT

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
3. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE PILOT. A CONTRIBUTING FACTOR WAS THE HUMP (UNEVEN SURFACE) ON THE RUNWAY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 806 8/24/89 FAIRBANKS, AK A/C Reg. No. N9114E Time (Lcl) - 2125 ADT

-----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 -TAXI			0	0	1	0
			0	0	1	0

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

Make/Model - MAULE M-5-235C	Eng Make/Model - LYCOMING O-540-J1	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2530	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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 360/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 13000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 320
SE LAND, SE SEA	Months Since - 23	Last 24 Hrs - 0
	Aircraft Type - M-5-235	Make/Model- 235
		Instrument- 2
		Last 30 Days- 25
		Last 90 Days- 65

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD HE WAS STEP TAXIING ON THE CHENA RIVER WHILE PROCEEDING TO A STRAIGHT AREA ON THE RIVER TO TAKE OFF. BEFORE REACHING THE STRAIGHT AREA, THERE WAS A RIGHT BEND IN THE RIVER. ABOUT HALFWAY THRU THE TURN, THE PLT REALIZED THAT EVEN WITH FULL RIGHT RUDDER, THE ACFT WOULD NOT TURN SHARP ENOUGH TO MAINTAIN SUFFICIENT SEPARATION FROM THE LEFT BANK WHICH HAD OVERHANGING TREES. SUBSEQUENTLY, IT STRUCK "LAND AND TREES" ON THE LEFT SIDE & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 806

8/24/89

FAIRBANKS, AK

A/C Reg. No. N9114E

Time (Lcl) - 2125 ADT

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

Finding(s)

1. TAXISPEED - EXCESSIVE - PILOT IN COMMAND
 2. TERRAIN CONDITION - DIRT BANK
-

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

Finding(s)

3. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT WAS TAXIING TOO FAST TO NEGOTIATE A BEND IN THE RIVER. TREES & THE RIVER BANK WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 805 8/30/89 TALKEETNA, AK A/C Reg. No. N150LT Time (Lcl) - 1745 ADT

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

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

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

Make/Model - PIPER PA-18	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 - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	TALKEETNA, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TURNOVER HILL
Wind Dir/Speed- 045/010 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 500/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 4500
SE LAND, SE SEA	Months Since - 6	Make/Model- 800
HELICOPTER	Aircraft Type - C-185	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 5
		Last 30 Days- 100
		Last 90 Days- 350
		Rotorcraft - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PLT WAS LNDG AT AN AIRSTRIP ON A MOUNTAIN TOP, THE ACFT NOSED OVER. HE BLAMED THE NOSE-OVER ON A COMBINATION OF ROUGH LANDING AREA, GUSTY TAILWIND, RAIN ON THE WINDSHIELD & HEAVY APPLICATION OF BRAKES. THE 500' AIRSTRIP WAS AT AN ELEVATION OF ABOUT 4000' AGL.

Brief of Accident (Continued)

File No. - 805

8/30/89

TALKEETNA, AK

A/C Reg. No. N150LT

Time (Lcl) - 1745 ADT

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. WEATHER CONDITION - TAILWIND
6. WEATHER CONDITION - GUSTS
7. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE PLT. CONTRIBUTING FACTORS WERE ROUGH TERRAIN, RAIN, HIGH DENSITY ALTITUDE, TAILWIND,
GUSTS, AND THE PILOT'S IMPROPER USE OF BRAKES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 804 8/31/89 TRADING BAY, AK A/C Reg. No. N4482E Time (Lcl) - 1930 ADT

-----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	1

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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 - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 5000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2500
SE LAND, SE SEA	Months Since - 14	Make/Model- 1300
	Aircraft Type - PA-18	Instrument- 10
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & A FRIEND WERE ON A FLT TO AN OFF-ARPT LOCATION TO HUNT DUCKS. AFTER ARRIVING, ANOTHER ACFT WAS PARKED IN THEIR USUAL LANDING AREA, OBSTRUCTING ITS USE. PERSONNEL OF A 3RD ACFT (FLOAT PLANE) RECOMMENDED AN ALTERNATE LOCATION FOR LANDING. THIS WAS A GRASS COVERED MUD FLAT, WHICH THE PLT OF N4482E ELECTED TO USE. HOWEVER, DRG THE LANDING ROLL-OUT, THE ACFT HIT A LOG AFTER TRAVELING ABOUT 35 YARDS.

Brief of Accident (Continued)

File No. - 804

8/31/89

TRADING BAY, AK

A/C Reg. No. N4482E

Time (Lcl) - 1930 ADT

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

Finding(s)

1. INFORMATION - IMPROPER - OTHER PERSON
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH VEGETATION
4. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
SELECTION OF UNSUITABLE TERRAIN (LANDING AREA) BY THE PILOT. CONTRIBUTING FACTORS WERE: IMPROPER INFORMATION PROVIDED
BY OTHER PERSONNEL AND A HIDDEN OBSTRUCTION (LOG) IN TALL VEGETATION (GRASS).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 811 9/01/89 SPARREVOHN,AK A/C Reg. No. N2459L Time (Lcl) - 1430 ADT

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

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

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

Make/Model - CESSNA 172H	Eng Make/Model - LYCOMING O-320-D2G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE,AK	
Wind Dir/Speed- 090/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	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,CFI	Current - YES	Total - 1900
SE LAND	Months Since - 12	Make/Model- 840
	Aircraft Type - C-172H	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 5
		Last 30 Days- 97
		Last 90 Days- 340
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF FROM A GRAVEL BAR, THE AIRPLANE STRUCK A PLASTIC BUCKET THAT WAS BLOWN INTO ITS PATH BY A CROSSWIND. THE BUCKET STRUCK THE LEFT HORIZONTAL STABILIZER AS THE AIRPLANE WAS ABOUT TO LIFT-OFF. THE PILOT CONTINUED THE FLIGHT WITH NO DIFFICULTY, BUT AFTER LANDING, AN EXAM OF THE STABILIZER REVEALED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 811

9/01/89

SPARREVOHN,AK

A/C Reg. No. N2459L

Time (Lcl) - 1430 ADT

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

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. OBJECT - OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE BUCKET WHICH WAS BLOWN INTO THE FLIGHT PATH BY A CROSSWIND.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 810 9/02/89 ANCHORAGE, AK A/C Reg. No. N2137Z Time (Lcl) - 1057 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TEST FLT
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 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/007 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3800 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE, AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

O'MALLEY
Runway Ident - 16
Runway Lth/Wid - 1600/ 60
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 51
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - C-180

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

Total	- 2512	Last 24 Hrs	- 1
Make/Model-	970	Last 30 Days-	2
Instrument-	55	Last 90 Days-	12
Multi-Eng -	10	Rotorcraft -	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A TEST FLT AFTER AN ANNUAL INSPN WAS COMPLETED. DRG FLT, AN OIL FILM APPEARED ON THE WINDSHIELD, SO HE TURNED BACK TO LAND AT THE DEPARTURE ARPT (MERRILL FIELD). BEFORE REACHING MERRILL FIELD, THE OIL FILM BECAME HEAVY & OIL PRESSURE BEGAN DROPPING. THE PLT ELECTED TO LAND AT A PVT AIRSTRIP. DRG THE APCH, HE SLIPPED THE ACFT FOR VISIBILITY. HE SAID HE MADE A NORMAL TOUCHDOWN, BUT DRG THE LANDING, THE ACFT DRIFTED TO THE LEFT, HIT A ROCK & SOME HIGH VEGETATION, THEN NOSED DOWN. AN EXAM OF THE ACFT REVEALED THERE WAS A SMALL LEAK IN THE ENG OIL COOLER.

Brief of Accident (Continued)

File No. - 810

9/02/89

ANCHORAGE, AK

A/C Reg. No. N2137Z

Time (Lcl) - 1057 ADT

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

Finding(s)

1. LUBRICATING SYSTEM, OIL COOLER - LEAK
 2. FLUID, OIL - LEAK
 3. FLIGHT TO ALTERNATE DESTINATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
 5. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 6. VISUAL/AURAL PERCEPTION -
 7. OBJECT - OTHER
 8. TERRAIN CONDITION - HIGH VEGETATION
-

Occurrence #4 NOSE DOWN
Phase of Operation LANDING

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
OIL LEAK IN THE OIL COOLER. CONTRIBUTING FACTORS WERE: OIL FILM ON THE WINDSHIELD, WHICH OBSCURED THE PILOT'S VISION (VISUAL PERCEPTION) AND HAMPERED HIS ABILITY TO ATTAIN PROPER RUNWAY ALIGNMENT, AN OBJECT (ROCK), AND HIGH VEGETATION BESIDE THE AIRSTRIP.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 808 9/03/89 IGUSHIK,AK A/C Reg. No. N4760M Time (Lcl) - 1645 ADT

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

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

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

Make/Model - PIPER PA-11	Eng Make/Model - CONTINENTAL C-90-8F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DILLINGHAM,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	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 - 2500 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - FULL STOP	
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 - 1436
SE LAND, SE SEA	Months Since - 13	Make/Model- 1082
	Aircraft Type - C-180	Instrument- 2
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 31
		Last 90 Days- 64
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE LANDING ON A BEACH, THE LEFT WHEEL HIT A SOFT SPOT & THE LEFT MAIN GEAR COLLAPSED.
THE LEFT WING & PROPELLER THEN HIT THE GROUND, WHICH RESULTED IN FURTHER DAMAGE.

Brief of Accident (Continued)

File No. - 808

9/03/89

IGUSHIK,AK

A/C Reg. No. N4760M

Time (Lcl) - 1645 ADT

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

Finding(s)

1. TERRAIN CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - 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 PILOT SELECTED UNSUITABLE TERRAIN FOR A LANDING. SOFT TERRAIN WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 807 9/09/89 YAKATAGA,AK A/C Reg. No. N2355C Time (Lcl) - 1030 ADT

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470	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 - 6	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	YAKATAGA
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4950/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 6000
SE LAND,ME LAND	Months Since - 1	Make/Model- 100
	Aircraft Type - C-185	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PILOT WAS LANDING TOWARD EAST, THE AIRPLANE GROUND LOOPED TO THE LEFT. SUBSEQUENTLY, A WINGTIP, MAIN GEAR & THE PROPELLER WERE DAMAGED DURING THE OCCURRENCE. THE WIND WAS ESTIMATED TO BE FROM 270 DEG AT 10 KNOTS.

Brief of Accident (Continued)

File No. - 807

9/09/89

YAKATAGA,AK

A/C Reg. No. N2355C

Time (Lcl) - 1030 ADT

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

Finding(s)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL AND INADVERTENTLY ALLOWED THE AIRCRAFT TO GROUND LOOP. THE TAILWIND
WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 828 9/10/89 WOOD RIVER, AK A/C Reg. No. N4099E Time (Lcl) - 1830 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2B	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 - 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	UNK/NR	HUNTING STRIP
Wind Dir/Speed- VARIABLE/020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 900
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 - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4000
SE LAND	Months Since - 3	Last 24 Hrs - 0
	Aircraft Type - PA-18	Make/Model- 1900
		Instrument- UNK/NR
		Multi-Eng - 0
		Last 30 Days- 15
		Last 90 Days- 40
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID HE WAS TAKING OFF FROM A 900' STRIP WHICH HAD AN ELEVATION OF 2000'. HE STATED THAT DURING THE INITIAL CLIMB, THE AIRPLANE ENCOUNTERED A STRONG GUST AND WOULD NOT OUT-CLIMB THE TREETOPS. SUBSEQUENTLY, THE LEFT WING HIT A TREE AND THE AIRPLANE CRASHED ABOUT 60' BEYOND THE END OF THE RUNWAY. THE WIND WAS REPORTED TO BE VARIABLE AT 20 GUSTING 40 KTS.

Brief of Accident (Continued)

File No. - 828

9/10/89

WOOD RIVER, AK

A/C Reg. No. N4099E

Time (Lc1) - 1830 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - HIGH WIND
 4. WEATHER CONDITION - GUSTS
 5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 6. OBJECT - TREE(S)
 7. 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:
INNADEQUATE PREFLIGHT PLANNING/PREPARATION BY THE PILOT. THE WIND CONDITIONS, HIGH DENSITY ALTITUDE AND TREES WERE
CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 990 9/10/89 CIRCLE CITY, AK A/C Reg. No. N339T Time (Lcl) - 1800 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 - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
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 - 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	CIRCLE CITY, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GRAVEL BAR
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 114
SE LAND	Months Since - 12	Last 24 Hrs - 4
	Aircraft Type - C-152	Make/Model- 40
		Last 30 Days- 40
		Instrument- 0
		Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT STATED THAT HE LOST CONTROL AND GROUND LOOPED THE AIRPLANE WHILE LANDING ON A GRAVEL BAR. HE ATTRIBUTED THE ACCIDENT TO HIS LOW TOTAL FLIGHT EXPERIENCE, WHICH HE REPORTED TO BE 114 HOURS, WITH 40 OF THOSE IN A PA-18. THE PILOT HAD PURCHASED THE AIRPLANE ON AUGUST 16, 1989.

Brief of Accident (Continued)

File No. - 990

9/10/89

CIRCLE CITY, AK

A/C Reg. No. N339T

Time (Lcl) - 1800 ADT

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

Finding(s)

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

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 809 9/11/89 TRADING BAY, AK A/C Reg. No. N3680Z Time (Lcl) - 1600 ADT

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

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

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1760
No. of Seats - 2

Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 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 - 15.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 2000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ANCHORAGE, AK

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 - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 25

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	301	Last 24 Hrs -	2
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Make/Model-	124	Last 30 Days-	17
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Instrument-	0	Last 90 Days-	24
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Multi-Eng -	0
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Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE & THE PASSENGER FLEW TO TRADING BAY TO DUCK HUNT. HE INTENDED TO LAND ON A GRASSY FLAT WHERE HE HAD PREVIOUSLY LANDED. THERE HAD BEEN HEAVY RAIN IN THE AREA BEFORE HE ARRIVED & ONE TO TWO INCHES OF STANDING WATER WAS ON THE LANDING AREA. DRG THE LANDING, HIS BRAKES WERE NOT EFFECTIVE, SO HE ELECTED TO GO AROUND. HE RPRTD THAT AS THE ACFT WAS LIFTING OFF TO GO AROUND, IT HIT A STUMP, BUT CONTINUED FLYING. HE HAD DIFFICULTY CONTROLLING THE ACFT, SO HE DISCONTINUED THE GO-AROUND & LANDED ON TIDAL FLATS WHERE THE ACFT WAS FURTHER DAMAGED.

Brief of Accident (Continued)

File No. - 809

9/11/89

TRADING BAY, AK

A/C Reg. No. N3680Z

Time (Lc1) - 1600 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - WET
 3. GO-AROUND - ATTEMPTED -
 4. OBJECT - OTHER
-

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

Finding(s)

5. GO-AROUND - DISCONTINUED -
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT SELECTED UNSUITABLE TERRAIN FOR HIS INTENDED LANDING AREA. WET TERRAIN/HYDROPLANING CONDITIONS IN THE
INITIAL TOUCHDOWN AREA AND AN OBJECT (STUMP) CONTRIBUTED TO THE OCCURRENCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 989 9/14/89 STONY RIVER, AK A/C Reg. No. N62RT Time (Lcl) - 1330 ADT

-----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
					0

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/010 KTS</p> <p>Visibility - 4.000 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 4000 FT BROKEN</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point PALMER, AK</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>GRAVEL BAR</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - 900/ 30</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - WET ROUGH</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, SE SEA</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - PA-18</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3622</p> <p>Make/Model- 500</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 75</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE AIRPLANE HIT A LARGE ROCK WHILE LANDING ON A GRAVEL BAR, CAUSING THE LEFT MAIN LANDING GEAR TO COLLAPSE, AND THE LEFT WING TO HIT THE GROUND. THE PILOT REPORTED THAT RAIN ON THE WINDSHIELD PREVENTED HIM FROM SEEING THE ROCK IN TIME TO AVOID HITTING IT. HE ALSO STATED THAT SOMEONE HAD SABOTAGED THE LANDING AREA BY PUTTING NUMEROUS ROCKS THERE, TO DISCOURAGE OTHER HUNTERS FROM USING THE AREA.

Brief of Accident (Continued)

File No. - 989

9/14/89

STONY RIVER, AK

A/C Reg. No. N62RT

Time (Lc1) - 1330 ADT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - OTHER

2. WEATHER CONDITION - RAIN

3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT

Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT'S FAILURE TO ENSURE THAT HIS LANDING AREA WAS PROPERLY CLEAR PRIOR TO LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 988 9/27/89 PALMER, AK A/C Reg. No. N52AK Time (Lcl) - 2100 ADT

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

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

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

Make/Model - EVANSON LONG EZ/52	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1425	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	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PALMER MUNI
Wind Dir/Speed- 130/008 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----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 - 2061
SE LAND, SE SEA	Months Since - 3	Make/Model- 18
	Aircraft Type - C-185	Instrument- 12
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days- 18
		Last 90 Days- 18
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE HOMEBUILT LONG EZ CRASHED INTO A WOODED AREA NEXT TO THE APPROACH END OF THE RUNWAY. THERE WERE NO WITNESSES TO THE ACCIDENT ACCORDING TO LOCAL POLICE. THE AIRPLANE WAS ON A VFR APPROACH WHEN THE IT STRUCK THE TREES. THE PILOT'S LOG BOOK REVEALED A TOTAL OF 18 HOURS IN THIS AIRCRAFT. EXAMINATION OF THE FLIGHT CONTROLS REVEALED NO EVIDENCE OF PRE-IMPACT FAILURE. NO MEDICAL OR TOXICOLOGICAL FACTORS WERE EVIDENT.

Brief of Accident (Continued)

File No. - 988

9/27/89

PALMER,AK

A/C Reg. No. N52AK

Time (Lcl) - 2100 ADT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. LIGHT CONDITION - DUSK
4. VISUAL LOOKOUT - NOT IDENTIFIED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT-IN-COMMAND'S FAILURE TO MAINTAIN THE PROPER ALTITUDE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 991 9/28/89 TRADING BAY, AK A/C Reg. No. N64399 Time (Lcl) - 1830 ADT

-----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 - APPROACH					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	REMOTE AIRSTRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 09
Visibility - 150.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1000
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 333
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - C-185E	Make/Model - 156
		Instrument - 0
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - 0
		Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE 333 HOUR PRIVATE PILOT WAS ATTEMPTING TO LAND HIS CESSNA 185 AT A REMOTE DIRT AIRSTRIP. HE SAID THAT HE WAS ON A SHORT, LOW FINAL APPROACH WHEN THE AIRPLANE STRUCK A TREE WITH THE LEFT WING, CAUSING A COMPLETE LOSS OF CONTROL. HE SAID HE DID NOT SEE THE TREE UNTIL AFTER THE ACCIDENT, AND THOUGHT INITIALLY HE HAD JUST GOTTEN TOO SLOW AND INADVERTENTLY STALLED THE AIRPLANE. HE SAID THAT HE DIDN'T SEE THE TREE BECAUSE NONE OF THE BRANCHES HAD ANY LEAVES.

Brief of Accident (Continued)

File No. - 991

9/28/89

TRADING BAY, AK

A/C Reg. No. N64399

Time (Lcl) - 1830 ADT

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

Finding(s)

1. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
 2. ALTITUDE - IMPROPER - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT IN COMMANDS FAILURE TO PERFORM AN ADEQUATE VISUAL APPROACH RESULTING IN COLLISION WITH A TREE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 827 10/05/89 DILLINGHAM, AK A/C Reg. No. N5715D Time (Lcl) - 1344 ADT

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

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

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

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DILLINGHAM
Wind Dir/Speed- 070/008 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6404/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 6700
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 100
	Aircraft Type - PA-31	Instrument- UNK/NR
		Multi-Eng - 1200
		Last 24 Hrs - 1
		Last 30 Days- 35
		Last 90 Days- 110
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING A LANDING, HE HAD JUST STARTED TO APPLY BRAKES TO TURN OFF THE RUNWAY WHEN THE RIGHT MAIN GEAR COLLAPSED. HE HAD JUST PURCHASED THE AIRCRAFT & SUSPECTED THAT IT MAY HAVE BEEN INVOLVED IN A PREVIOUS HARD LANDING; HOWEVER, THIS WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 827

10/05/89

DILLINGHAM, AK

A/C Reg. No. N5715D

Time (Lcl) - 1344 ADT

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

Finding(s)

1. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 826 10/08/89 MONTAGUE ISLAND, AK A/C Reg. No. N5222X Time (Lcl) - 1400 ADT

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

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

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

Make/Model - CHAMPION 7KCAB	Eng Make/Model - LYCOMING IO-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	
Wind Dir/Speed- 010/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 624
SE LAND	Months Since - 2	Make/Model- 624
	Aircraft Type - 7KCAB	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 2
		Last 30 Days- 6
		Last 90 Days- 48
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT HE WAS LANDING ON AN UNIMPROVED/ROUGH SANDBAR WHEN THE ACDNT OCCURRED. HE STATED THAT AFTER TOUCHDOWN, THE ACFT HAD TRAVELED ABOUT 50 FT, WHEN ROUGH TERRAIN & A SLIGHT GUST OF WIND CAUSED IT TO BOUNCE SIDEWAYS. SUBSEQUENTLY, THE RIGHT WINGTIP HIT SMALL BUSHES, WHICH YAWED THE ACFT TO THE RIGHT. IT THEN VEERED INTO ALDERS & SMALL TREES. THE PLT ESTIMATED THE WIND WAS FROM 010 DEG AT 10 GUSTING 15 KTS.

Brief of Accident (Continued)

File No. - 826

10/08/89

MONTAGUE ISLAND, AK

A/C Reg. No. N5222X

Time (Lc1) - 1400 ADT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. WEATHER CONDITION - GUSTS
 4. TERRAIN CONDITION - HIGH VEGETATION
-

Occurrence #2 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE -
 6. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
SELECTION OF UNSUITABLE TERRAIN BY THE PILOT. CONTRIBUTING FACTORS WERE: ROUGH TERRAIN, GUSTY WINDS, HIGH VEGETATION,
AND TREES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 992 11/06/89 FAIRBANKS, AK A/C Reg. No. N5606C Time (Lcl) - 1615 AST

-----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
					0

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

Make/Model - CESSNA 140	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	LAKE MINCHUMINA, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PHILLIPS FLD
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2500/ 50
Lowest Sky/Clouds - 1700 FT SCATTERED	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - 7500 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - DRY
Obstructions to Vision- HAZE		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 340
SE LAND, SE SEA	Months Since - 1	Make/Model- 280
	Aircraft Type - C-140	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 5
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FAILED TO ESTABLISH PROPER RUNWAY ALIGNMENT, AND TO MAINTAIN DIRECTIONAL CONTROL AFTER LANDING AT A PRIVATE AIRPORT. DURING THE LANDING ROLL, THE LEFT GEAR CONTACTED A SNOW BERM PARALLEL WITH THE RUNWAY, CAUSING THE AIRPLANE TO NOSE OVER. THE RUNWAY HAD 12-18 INCHES OF FRESH UNPLOWED SNOW, FOR WHICH NO NOTAM HAD BEEN PUBLISHED.

Brief of Accident (Continued)

File No. - 992

11/06/89

FAIRBANKS,AK

A/C Reg. No. N5606C

Time (Lcl) - 1615 AST

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

Finding(s)

1. TERRAIN CONDITION - BERM
 2. PROPER ALIGNMENT - NOT OBTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - ICE FOG
 4. AIRPORT SNOW REMOVAL - NOT PERFORMED - AIRPORT PERSONNEL
 5. VISUAL LOOKOUT - RESTRICTED - PILOT IN COMMAND
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT'S FAILURE TO ASSURE CONDITION OF RUNWAY PRIOR TO LANDING AND FAILURE TO MAINTAIN RUNWAY ALIGNMENT DURING LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 993 11/18/89 PORT HEIDEN, AK A/C Reg. No. N3654C Time (Lcl) - 1700 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire NONE

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

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

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2850
No. of Seats - 2

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

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- 300/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

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 - 33

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2000	Last 24 Hrs	- 1
Make/Model-	421	Last 30 Days-	10
Instrument-	20	Last 90 Days-	30
Multi-Eng	- 10		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED DURING THE TAKEOFF ROLL THE AIRPLANE STRUCK A TREE STUMP ON THE GRAVEL BAR.

Brief of Accident (Continued)

File No. - 993

11/18/89

PORT HEIDEN, AK

A/C Reg. No. N3654C

Time (Lcl) - 1700 AST

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
4. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S INADEQUATE PREFLIGHT PREPARATION AND FAILURE TO IDENTIFY SUITABLE TERRAIN FOR TAKEOFF.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 888 1/18/89 BAGLEY,AL A/C Reg. No. N8456R Time (Lcl) - 0830 CST

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 140 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WALLS,MS	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	EUFAULA,AL	Runway Ident - N/A
Wind Dir/Speed- 200/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 209
SE LAND	Months Since - 20	Last 24 Hrs - 3
	Aircraft Type - C-150	Make/Model- 21
		Last 30 Days- 8
		Instrument- 4
		Last 90 Days- 15
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE SURVIVING PASSENGER, A PARTIAL LOSS OF PWR OCCURRED DRG FLT & THE PLT TRIED TO LAND IN A FIELD, BUT THE FIELD WAS TOO SHORT & THE ACFT HIT TREES & CRASHED. DRG AN EXAM OF THE ENG, A METAL FRAGMENT WAS FND IN THE #3 CYLINDER. EVIDENCE OF FOREIGN OBJECT DMG (PEENING) WAS FND IN THE #2 & #3 COMBUSTION CHAMBERS & ON THEIR RESPECTIVE PISTON FACES. THE RESPECTIVE SPARK PLUGS WERE DMGD TO THE POINT THAT THEIR GROUND ELECTRODES HAD BECOME DISPLACED & SHORTED TO THE CENTER ELECTRODES. A METALLURGICAL EXAM OF THE FRAGMENT REVEALED IT WAS FM A BROKEN EXHAUST VALVE; HOWEVER, EXCEPT FOR PEENING, THE VALVES WERE INTACT. FURTHER INVESTIGATION REVEALED THE ENG HAD AN EXHAUST VALVE FAILURE IN 1980 & HAD FLOWN 98 HRS SINCE THEN. PIECES OF THAT VALVE WERE NOT FND & WERE ASSUMED TO HAVE BEEN "SPIT OUT" THRU THE EXHAUST SYS. DRG AN ANNUAL INSPN ON 1/12/89, AN EXHAUST VALVE FRAGMENT WAS FND IN THE ENG MUFFLER. THE OWNER WAS NOTIFIED; THE EXHAUST PIPES WERE REMOVED & INSPECTED; NO OTHER FRAGMENTS WERE FND. THE ACFT WAS NOT EQUIPPED WITH SHOULDER HARNESSSES.

Brief of Accident (Continued)

File No. - 888

1/18/89

BAGLEY,AL

A/C Reg. No. N8456R

Time (Lcl) - 0830 CST

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

Finding(s)

1. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
2. IGNITION SYSTEM,SPARK PLUG - FOREIGN OBJECT DAMAGE
3. IGNITION SYSTEM,SPARK PLUG - SHORTED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)
5. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - NOT INSTALLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE MAINTENANCE BY OTHER MAINTENANCE PERSONNEL WHICH ALLOWED A FOREIGN OBJECT TO REMAIN IN THE ENGINE AND
DAMAGE/SHORT THE SPARK PLUGS IN THE #2 AND #3 CYLINDERS. TREES IN THE EMERGENCY LANDING AREA CONTRIBUTED TO THE
ACCIDENT. IF SHOULDER HARNESSES HAD BEEN INSTALLED AND USED, INJURY(S) MAY HAVE BEEN LESS SEVERE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 864 9/02/89 HANCEVILLE, AL A/C Reg. No. N666KH Time (Lcl) - 1830 CDT

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

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

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

Make/Model - PIPER PA-24-260	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 - 3200	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	CULLMAN, AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ERNIE HAYNES PVT STRIP
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 36
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1400/ 110
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1005
SE LAND	Months Since - 12	Make/Model- 564
	Aircraft Type - PA-24	Instrument- 16
		Multi-Eng - 3
		Last 24 Hrs - 4
		Last 30 Days- 6
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER PURCHASING THE ACFT, THE PREV OWNER WAS FLOWN BACK TO HIS HOME, THEN THE NEW OWNER & AN INSTRUCTOR (CFI) FLEW TO CULLMAN, AL. ON THIS FLT, THE NEW OWNER INTENDED TO "GET CURRENT" & ACCOMPLISH REQUIREMENTS FOR A BIENNIAL FLT REVIEW, ALTHOUGH HE HAD PREVIOUSLY OWNED A PA-24-250. AT CULLMAN, THEY PRACTICED LNDGS & AIRWORK, THEN LNDD & REFUELED BEFORE FLYING TO THE OWNER'S PVT STRIP TO HANGAR THE ACFT. AFTER 2 APCHS AT THE PVT STRIP, THEY ELECTED TO LND. RPRTDLY, THE APCH WAS GOOD UNTIL THE CFI SUGGESTED THE OWNER "CHOP" THE POWER TO LND. THE ACFT THEN SETTLED, TOUCHED DOWN HARD & BOUNCED. THE CFI TOLD THE OWNER TO GO AROUND. THE OWNER INITIATED A GO-AROUND WHILE THE CFI OPERD THE GEAR & FLAPS. THE OWNER RPRTD THE ACFT WAS TOO SLOW, WAS BHND THE PWR CURVE & WOULDN'T CLIMB ENOUGH TO CLR A KNOLL BYD THE END OF THE RWY. IT IMPACTED ON THE KNOLL & CAME TO REST. THE OWNER SUFFERED A FRACTURED VERTEBRA. THE CFI RPRTD THAT DRG THE LNDG, THE ACFT BOUNCED WHEN IT CONTACTED A SMALL MOUND IN THE TOUCHDOWN AREA OF THE PVT STRIP. ON THIS FLT, THE OWNER WAS PIC.

Brief of Accident (Continued)

File No. - 864

9/02/89

HANCEVILLE, AL

A/C Reg. No. N666KH

Time (Lcl) - 1830 CDT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. FLARE - IMPROPER - PILOT IN COMMAND
3. SUPERVISION - INADEQUATE - OTHER CREW MEMBER

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

Finding(s)

4. RECOVERY FROM BOUNCED LANDING
5. GO-AROUND - INITIATED -
6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
7. REMEDIAL ACTION - INADEQUATE - OTHER CREW MEMBER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER FLARE BY THE PILOT/OWNER AND HIS FAILURE TO OBTAIN/MAINTAIN PROPER AIRSPEED FOR THE GO-AROUND; AND INADEQUATE
SUPERVISION AND REMEDIAL ACTION BY THE INSTRUCTOR PILOT (OTHER CREW MEMBER). THE UNEVEN SURFACE OF THE PRIVATE STRIP
WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 841 2/17/89 HAMBURG, AR A/C Reg. No. N348U Time (Lcl) - 1755 CST

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

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

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

Make/Model - BEECH 58	Eng Make/Model - CONTINENTAL IO-520-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RUSTON, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	MONROE, LA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 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 - 500 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
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)
COMMERCIAL	Current - YES	Total - 2752
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - A36	Make/Model- 177
		Last 30 Days- 105
		Instrument- 240
		Last 90 Days- 177

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HOME ARPT FOR THE ACFT WAS AT MONROE, LA. THE COMPANY PLT (PIC) & ANOTHER PLT (CP) TOOK THE ACFT WITHOUT COMPANY AUTHORIZATION. THEY FLEW TO RUSTON, LA (APRX 30 MI WEST OF MONROE) & PURCHASED FUEL, ALTHOUGH FUEL WAS AVAILABE AT THE HOME ARPT AT A SOMEWHAT HIGHER PRICE. AT RUSTON, THE PIC TOLD AN ACQUAINTANCE THAT HE WOULD BE RTRNG TO MONROE IN A "ROUND ABOUT FASHION." AT 1650 CST, THE ACFT WAS OBSERVED TO DEPART RUSTON IN A NORTHEASTERLY DRCTN. SUBSEQUENTLY, IT CRASHED APRX 60 MI NORTHEAST OF RUSTON (37 MI NORTH-NORTHEAST OF MONROE). AN INVESTIGATION REVEALED THE ACFT HIT TREES & CRASHED ON A NORTHWESTERLY HDG. THE WRECKAGE WAS SCATTERED IN EXCESS OF 300 FT ON HEAVILY WOODED TERRAIN. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENGS WAS FOUND. WX IN THE AREA WAS ESTIMATED TO BE ABOUT 500 FT OVERCAST, VIS 2 MI WITH FOG & LIGHT DRIZZLE. THE ACDNT WAS ESTIMATED TO HAVE OCCURRED AT APRX 1755 CST. OFFICIAL SUNSET AT THE ACDNT SITE WAS 1754 CST.

Brief of Accident (Continued)

File No. - 841

2/17/89

HAMBURG, AR

A/C Reg. No. N348U

Time (Lc1) - 1755 CST

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
2. LIGHT CONDITION - DUSK
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - DRIZZLE
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - TREE(S)
9. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
10. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT CONTINUED VFR FLIGHT INTO IMC CONDITIONS AND FAILED TO MAINTAIN SUFFICIENT ALTITUDE ABOVE THE WOODED TERRAIN.
WEATHER CONDITIONS, LOW LIGHT CONDITIONS AT OR NEAR DUSK, LACK OF VISUAL CUES (VISUAL PERCEPTION) BY THE PILOT, AND
TREES WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 902 3/24/89 MAYFLOWER, AR A/C Reg. No. N2604N Time (Lcl) - 1000 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 112 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- LIGHT AND VARIABLE

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

N. LITTLE ROCK, AR

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

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

Age - 19
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	-	50	Last 24 Hrs	-	UNK/NR
Make/Model-	50		Last 30 Days-	6	
Instrument-	0		Last 90 Days-	6	

Instrument Rating(s) - NONE

-----Narrative-----

THE STU PILOT AND HIS STU PILOT RATED PASSENGER WERE FLYING LOW OVER THE ARKANSAS RIVER AS OBS BY TWO EYEWITNESSES LOCATED IN A BOAT IN A COVE NEAR THE EAST BANK OF THE RIVER. THE ACFT DISAPPEARED FOR A BRIEF TIME UNTIL IT AGAIN WAS SPOTTED, APPROACHING DIRECTLY AT THEM AT LOW ALTITUDE FROM THE NORTHEAST ALONG THE FINGER COVE. THE EYEWITNESSES STATED THE ACFT FLEW DIRECTLY OVERHEAD AND PULLED UP SHARPLY INTO A CLIMB. AT THE TOP OF THE CLIMB THE RIGHT WING STALLED AND THE AIRCRAFT DESCENDED RAPIDLY NOSE DOWN UNTIL HITTING THE WATER. THE AIRCRAFT RAPIDLY SANK IN 30 FEET OF WATER BEFORE IT COULD BE REACHED. THE STU HAD RECENTLY BEEN RELEASED FOR SOLO TRNG FLTS AND HAD ASKED IF PASSENGERS WERE ALLOWED. THE STU WAS INSTRUCTED THAT NO PASSENGERS COULD BE ALONG. INSPECTION OF THE ACFT REVEALED NO PRE-EXISTING MECHANICAL DEFECT OF FLIGHT CONTROLS OR AIRCRAFT ENG COMPONENTS.

Brief of Accident (Continued)

File No. - 902

3/24/89

MAYFLOWER, AR

A/C Reg. No. N2604N

Time (Lcl) - 1000 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND
3. OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - WATER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOTS FAILURE TO MAINTAIN AIRSPEED (VS), AND INADVERTANT ENTRY INTO A STALL WITH NECESSARY REMEDIAL ACTION
NOT UNDERSTOOD.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 968

5/28/89

OAKLAND,AR

A/C Reg. No. N9646H

Time (Lcl) - 1500 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	1	0	0	0

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

Fire NONE
Crew Pass

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

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

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - UNK/NR
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- 170/014 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OAKLAND,AR
Destination
GASTON,AR

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
ME LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - BE-24

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 550	Last 24 Hrs	- UNK/NR
Make/Model	- 400	Last 30 Days	- UNK/NR
Instrument	- 78	Last 90 Days	- UNK/NR
Multi-Eng	- 50	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT AIRCRAFT WAS OBSERVED AT VERY LOW ALTITUDE OVER A LAKE. WITNESSES STATED THAT THE PLT ROCKED THE WINGS SEVERAL TIMES AS IF "WAVING" TO SOMEONE ON THE LAKE. THE AIRCRAFT HIT WIRES APPROXIMATELY 45 FEET ABOVE THE SURFACE OF THE LAKE. AIRCRAFT CONTROL WAS LOST AND THE AIRCRAFT IMPACTED THE LAKE.

Brief of Accident (Continued)

File No. - 968

5/28/89

OAKLAND, AR

A/C Reg. No. N9646H

Time (Lcl) - 1500 CDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. JUDGEMENT - POOR - 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)

6. TERRAIN CONDITION - WATER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT ELECTING TO BUZZ PERSONS ON THE LAKE AT LOW ALTITUDE AND COLLIDING WITH POWER LINES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 842

7/05/89

REYNO,AR

A/C Reg. No. N4931X

Time (Lc1) - 1100 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire
ON GROUND

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

Make/Model - ROCKWELL-INTERNATIONAL S-2R

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 7000

No. of Seats - 1

Eng Make/Model - P&W R-1340-AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 050/007 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 1700 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

REYNO,AR

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 48

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10000

Make/Model- 2000

Instrument- UNK/NR

Multi-Eng - 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED ON A FINAL SWATH RUN (TO THE NORTH) ALONG THE WEST SIDE OF A RICE FIELD. AT THE END OF THE SWATH RUN, THE ACFT ENTERED A CLIMB OVER A WOODED AREA & THE PLT BEGAN A STEEP LEFT TURN TO MANEUVER THE ACFT FOR A TRIM PASS OVER THE NORTH EDGE OF THE FIELD. A WITNESS RPRTD THAT ABOUT 3/4 OF THE WAY THRU THE TURN, THE ACFT APPEARED TO SNAP-ROLL. IT THEN ENTERED A NEAR VERTICAL DESCENT & CRASHED. APRX 33 MI SOUTH AT JONESBORO, AR, THE 1051 CDT WIND WAS FROM 050 AT 7 KTS. NO PRE-ACDNT MALFUNCTION OR FAILURE OF THE ACFT OR ENG WAS FOUND.

Brief of Accident (Continued)

File No. - 842

7/05/89

REYNO,AR

A/C Reg. No. N4931X

Time (Lc1) - 1100 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. MANEUVER - EXCESSIVE - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT WHICH RESULTED IN A TIGHT MANEUVER AT INADEQUATE AIRSPEED AND A
SUBSEQUENT STALL. A CONTRIBUTING FACTOR WAS THE PRESENCE OF HIGH OBSTRUCTIONS (TREES).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 931 7/18/89 BONO, AR A/C Reg. No. N8425V Time (Lcl) - 1500 CDT

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

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

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

Make/Model - ROCKWELL INTERNATIONAL S2R	Eng Make/Model - P&W PT-6-15AG	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - TURBOPROP	
No. of Seats - 1	Rated Power - 680 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BONO, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 270/008 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 60
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4300
SE LAND	Months Since - 21	Make/Model- 1000
HELICOPTER	Aircraft Type - C-150	Instrument- 28
		Multi-Eng - 0
		Last 24 Hrs - 15
		Last 30 Days- 150
		Last 90 Days- 320
		Rotorcraft - 1000

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DECIDED TO MAKE A GO-AROUND AFTER ATTEMPTING TO LAND WITH A TAILWIND. INSUFFICIENT CLEAR AREA EXISTED TO COMPLETE THE GO-AROUND AND THE PILOT TURNED DOWNWIND TO AVOID A TREE. THE ACFT SETTLED UNCONTROLLED INTO TREES, AND CRASHED IN A RICE FIELD.

Brief of Accident (Continued)

File No. - 931

7/18/89

BONO, AR

A/C Reg. No. N8425V

Time (Lcl) - 1500 CDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)

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

Finding(s)

6. TERRAIN CONDITION - CROP

----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 A GO-AROUND RESULTING IN THE AIRPLANE STALLING/MUSHING AND
DESCENDING OUT OF CONTROL UNTIL COLLISION WITH TREES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 869 7/31/89 FT SMITH, AR A/C Reg. No. N757HY Time (Lcl) - 1545 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	Crew	0	0	0	0
Accident Occurred During	-LANDING	Pass	0	0	0	0

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	HOT SPRINGS, AR	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	FORT SMITH, AR	
Wind Dir/Speed	- 050/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- 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 - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 361
SE LAND	Months Since - 20	Make/Model	- 288
	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- 0
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- 5
		Last 90 Days	- 6
		Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT DURING THE FLIGHT, THE ENGINE LOST POWER ABOUT 10 MILES SHORT OF HIS DESTINATION. HE MADE AN EMERGENCY LANDING ON A HIGHWAY, BUT DURING THE ROLL-OUT, THE AIRCRAFT STRUCK A ROAD SIGN AND WAS DAMAGED. THE PILOT HAD STOPPED EN ROUTE AND PURCHASED 5.1 GALLONS OF FUEL. A POST-ACCIDENT INVESTIGATION REVEALED THE FUEL TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 869

7/31/89

FT SMITH, AR

A/C Reg. No. N757HY

Time (Lcl) - 1545 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROADWAY/HIGHWAY
 5. OBJECT - SIGN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE PREFLIGHT BY THE PILOT WHICH RESULTED IN FUEL EXHAUSTION DUE TO AN INADEQUATE SUPPLY OF FUEL. A CONTRIBUTING
FACTOR WAS THE ROAD SIGN.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 839 8/06/89 MOSCOW, AR

A/C Reg. No. N4943X

Time (Lcl) - 1015 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire ON GROUND

Accident Occurred During -MANEUVERING

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

Make/Model - ROCKWELL INTERNATIONAL S-2R

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 - 7000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 280/008 KTS

Visibility - 7.0 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

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Age - 59

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,CFI

Current - YES

Total - 32810

Last 24 Hrs - 5

SE LAND,ME LAND

Months Since - 21

Make/Model- 10000

Last 30 Days- 92

GLIDER

Aircraft Type - BE-35

Instrument- 155

Last 90 Days- 275

Multi-Eng - 218

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AS HE WAS MAKING PASSES FOR AERIAL APPLICATION, THE ACFT HIT AN UNOBSERVED GUY WIRE WHICH EXTENDED FROM A POWER LINE POLE. THE ACFT THEN SPUN AROUND & CRASHED IN A SOYBEAN FIELD. AFTER THE PLT CRAWLED FROM THE ACFT, IT BURNED & WAS DESTROYED.

Brief of Accident (Continued)

File No. - 839

8/06/89

MOSCOW,AR

A/C Reg. No. N4943X

Time (Lcl) - 1015 CST

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
-

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 VISUAL LOOKOUT BY THE PILOT. THE GUY WIRE WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 887 8/18/89 CONCORD, AR A/C Reg. No. N699T Time (Lcl) - 1400 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	IN FLIGHT	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
						1

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

Make/Model - BEECH V35B	Eng Make/Model - CONTINENTAL IO-520-B/BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	OLIVE BRANCH, MS	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ROGERS, AR	
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 17000
SE LAND, ME LAND	Months Since - 8	Make/Model- 1000
	Aircraft Type - 700	Instrument- 1600
		Multi-Eng - 15500
		Last 24 Hrs - 1
		Last 30 Days- 30
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT/OWNER SAID THAT WHILE CLIMBING THROUGH 9000 FT MSL FOR 10,000 FT MSL, ON AN IFR FLIGHT PLAN, HE SMELLED AN ELECTRICAL ODOR. THE CABIN BEGAN TO FILL WITH DENSE SMOKE, SO HE SHUT OFF ALL ELECTRICAL SWITCHES. AN EMERGENCY DESCENT WAS MADE. DURING THE DESCENT, THE SMOKE WAS SUBSTANTIALLY CLEARED FROM THE CABIN. THE LANDING GEAR WAS EXTENDED BY USING EMERGENCY PROCEDURES. WHILE LANDING ON ROLLING TERRAIN, THE GEAR COLLAPSED & THE ACFT WAS DAMAGED. THERE WAS NO CONTINUATION OF FIRE ON THE GROUND. A POST-ACDNT INVESTIGATION REVEALED THE OWNER HAD IMPROPERLY INSTALLED AN ALTERNATOR WIRING HARNESS, WHICH RUBBED ON THE NOISE SUPPRESSOR. AFTER IT RUBBED THRU THE INSULATION, AN ELECTRICAL FIRE ERUPTED.

Brief of Accident (Continued)

File No. - 887

8/18/89

CONCORD, AR

A/C Reg. No. N699T

Time (Lcl) - 1400 CDT

Occurrence #1 FIRE
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. ELECTRICAL SYSTEM, ELECTRIC WIRING - CHAFED
2. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND
3. ELECTRICAL SYSTEM, ELECTRIC WIRING - FIRE

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 - ROUGH/UNEVEN

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
5. LANDING GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER INSTALLATION OF THE ALTERNATOR WIRING HARNESS BY THE PILOT/OWNER WHICH RESULTED IN CHAFED WIRING AND A
SUBSEQUENT ELECTRICAL FIRE. THE UNEVEN TERRAIN WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 872 8/25/89 WABBASEKA, AR A/C Reg. No. N10103 Time (Lcl) - 1915 CDT

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

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

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

Make/Model - AIR TRACTOR AT-401	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 - 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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JERRY'S PVT
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 90
Lowest Sky/Clouds - 3000 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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4600
SE LAND	Months Since - 17	Last 24 Hrs - 9
	Aircraft Type - UNK/NR	Make/Model- 364
		Instrument- UNK/NR
		Last 30 Days- 100
		Last 90 Days- 200
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THAT SHORTLY AFTER TAKING OFF ON AN AERIAL APPLICATION FLT, HE BEGAN A SHALLOW RIGHT TURN & THE ACFT SETTLED. THE RIGHT WING AND SPRAY BOOM CONTACTED TALL GRASS. THE ACFT THEN VEERED INTO A RICE FIELD WHERE IT STRUCK A LEVEE & DAMAGED THE LANDING GEAR. THE PLT BELIEVED THE HIGH TEMP (87 DEG) & RELATIVELY HIGH DENSITY ALTITUDE (2000') MAY HAVE CONTRIBUTED TO THE OCCURRENCE. ALSO, HE RPRTD THAT HE DID NOT HAVE ENOUGH TIME TO DUMP THE CHEMICAL LOAD.

Brief of Accident (Continued)

File No. - 872

8/25/89

WABBASEKA, AR

A/C Reg. No. N10103

Time (Lc1) - 1915 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH VEGETATION
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. LOAD JETTISON - NOT ATTAINED -
6. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was: IMPROPER PLANNING/DECISION BY THE PILOT WHICH RESULTED IN HIS FAILURE TO MAINTAIN CLEARANCE FROM THE TALL VEGETATION (GRASS). THE TALL VEGETATION & HIGH DENSITY ALTITUDE WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 928 10/20/89 HIWASSE, AR A/C Reg. No. N96299 Time (Lcl) - 0115 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
						3

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

Make/Model - CESSNA 172Q	Eng Make/Model - LYCOMING O-360-A4N	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2558	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	DENVER, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROGERS, AR	
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - 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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 103
SE LAND	Months Since - UNK/NR	Make/Model- 58
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- 6
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DECLARED A "MAYDAY" DUE TO A LOSS OF ENGINE POWER 15 MILES FROM HIS DESTINATION DURING THE NIGHT CROSS COUNTRY FLIGHT. A FORCED LANDING WAS MADE ON HILLY, WOODED TERRAIN AND THE AIRPLANE WAS DAMAGED. POST ACCIDENT EXAMINATION REVEALED THE FUEL TANKS WERE EMPTY OF USABLE FUEL.

Brief of Accident (Continued)

File No. - 928

10/20/89

HIWASSE,AR

A/C Reg. No. N96299

Time (Lcl) - 0115 CDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO PROPERLY PLAN THE FLIGHT AND INSURE THAT THERE WAS SUFFICIENT FUEL TO COMPLETE THE FLIGHT.
THE PILOT ALSO FAILED TO MONITOR THE FUEL LEVEL DURING THE FLIGHT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 838 10/02/89 SEDONA,AZ A/C Reg. No. N617CC Time (Lcl) - 1300 MST

-----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	0
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 501	Eng Make/Model - P&W JT15D-1A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 11850	Engine Type - TURBOFAN	
No. of Seats - 8	Rated Power - 2250 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SCOTTSDALE,AZ	
Method - N/A	Destination	Airport Data SEDONA
Completeness - N/A	SAME AS ACC/INC	Runway Ident - 21
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 5135/ 75
Wind Dir/Speed- 130/025 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - STRAIGHT-IN	
Lowest Ceiling - NONE	FULL STOP	
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)
ATP	Current - YES	Total - 13460
SE LAND,ME LAND,SE SEA	Months Since - 2	Last 24 Hrs - 1
HELICOPTER ,GLIDER	Aircraft Type - BE-90	Make/Model- 50
		Last 30 Days- 25
		Instrument- UNK/NR
		Last 90 Days- 122
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DRG ARRIVAL, THE PLT CONTACTED SEDONA UNICOM & WAS ADVISED THAT RWY 21 WAS IN USE & THAT THE WINDS WERE GUSTING TO 25 KTS. HE RPRTD THAT TURBULENCE WAS STRONG THRU-OUT THE TRAFFIC PATTERN. FULL FLAPS WERE LOWERED ON FINAL APCH. A STRONG DOWNDRAFT WAS ENCOUNTERED ON FINAL APCH & POWER WAS INCREASED "TO MAINTAIN VASI AND VREF." TURBULENCE & A DOWNDRAFT WERE RPRTD TO BE EXCEPTIONALLY STRONG OVER THE THRESHOLD. THE PLT STATED THE ACFT TOUCHED DOWN ON ALL 3 GEAR, THEN IT PITCHED UP & BEGAN TO PORPOISE WITH INCREASING AMPLITUDE. ON THE 2ND TOUCHDOWN, POWER WAS APPLIED, BUT THE ENG NEEDED 5 TO 7 SEC TO SPOOL UP. THE PLT SAID THAT AFTER THE ACFT PORPOISE 3 TIMES, IT WAS IN A STALL FROM WHICH IT WOULD NOT RECOVER. SUBSEQUENTLY, IT WENT OFF THE RIGHT SIDE OF THE RWY, CROSSED A PARALLEL TAXIWAY & ENTERED A WOODED AREA BEFORE STOPPING. NO MECHANICAL PROBLEM OF THE ACFT WAS RPRTD THAT WOULD HAVE RESULTED IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 838

10/02/89

SEDONA, AZ

A/C Reg. No. N617CC

Time (Lcl) - 1300 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - TURBULENCE
5. WEATHER CONDITION - DOWNDRAFT
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
7. FLARE - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

8. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
9. GO-AROUND - ATTEMPTED -
10. AIRSPEED - INADEQUATE -
11. STALL

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT WHICH RESULTED IN HIS INABILITY TO FLARE THE AIRCRAFT AND/OR RECOVER FROM A BOUNCED LANDING. CONTRIBUTING FACTORS WERE: CROSSWIND, GUSTS, TURBULENCE, DOWNDRAFT, AND THE PILOT'S INADEQUATE COMPENSATION FOR WIND CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 973 1/10/89 RIPON,CA A/C Reg. No. N8974M Time (Lcl) - 1012 PST

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

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

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

Make/Model - BEECH 35-B33	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 - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL,LMTD BY FCSTR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 1.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 500 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">HAYWARD,CA</p> <p>Destination</p> <p style="padding-left: 20px;">EL MONTE,CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 673
SE LAND,ME LAND	Months Since - 14	Make/Model- 8
	Aircraft Type - C-210	Instrument- 92
		Multi-Eng - 182
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKEOFF, THE PLT RCVD A WX BRIEFING FOR THE PROPOSED ROUTE OF FLT. THIS INCLUDED INFO ABOUT THE FREEZING LVL (FORECAST AT 5000 FT) & A PRECAUTION FOR MODERATE ICING CONDS. THE BRIEFING DID NOT INCLUDE SIGMET LIMA 1 INFO ABOUT MODERATE TO SEVERE ICING CONDS, BUT THE SIGMENT WAS NOT VALID FOR THE PLT'S PROPOSED ROUTE OF FLT. HOWEVER, THE PLT RCVD CLNC FOR AN AMENDED ROUTE OF FLT, WHICH WENT THRU THE EDGE OF AN AREA DEFINED BY SIGMET LIMA 1. SHORTLY AFTER LEVELING AT 11,000', THE PLT RPRTD THE ACFT WAS IN ICING CONDS & WOULD NOT MAINTAIN ALTITUDE. AS THE ARTCC CONTROLLER WAS COORDINATING WITH TRACON FOR A LOWER ALTITUDE, THE PLT RPRTD THE ACFT WAS STALLING. SHORTLY THEREAFTER, IT CRASHED IN A RIGHT WING DOWN, NOSE LOW ATTITUDE & BURNED. THE ACFT WAS NOT EQUIPPED FOR FLT IN KNOWN ICING CONDS.

Brief of Accident (Continued)

File No. - 973

1/10/89

RIPON,CA

A/C Reg. No. N8974M

Time (Lcl) - 1012 PST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 3. WING - ICE
-

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

Finding(s)

4. STALL - UNCONTROLLED -
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
CONTINUED FLIGHT BY THE PILOT INTO KNOWN ICING CONDITIONS AND STRUCTURAL (WING) ICING, WHICH SUBSEQUENTLY RESULTED
IN AN UNCONTROLLED STALL. A CONTRIBUTING FACTOR WAS THE ICING CONDITION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 979 1/22/89 LAKE VIEW, CA A/C Reg. No. N26313 Time (Lcl) - 0020 PST

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

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

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

Make/Model - GRUMMAN AA5A	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2000	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	HEMET, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	PACOIMA, CA	Runway Ident - N/A
Wind Dir/Speed- 140/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.500 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - TRAFFIC ADVISORY	Runway Status - N/A
Lowest Ceiling - 4600 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - UNK/NR	Total - 800
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A VFR FLIGHT TO WHITEMAN AIRPORT THE PILOT ELECTED TO FLY AROUND THE AIRPORT NORTH OF THE BURBANK ARSA AFTER PASSING WEST OF THE AIRPORT. THE AREA TO THE NORTH OF THE AIRPORT CONTAINS HIGH MOUNTAINOUS TERRAIN WHICH WAS OBSCURED BY CLOUDS. THE PILOT INADVERTENTLY ENTERED INTO A BOX CANYON AND COLLIDED WITH THE TERRAIN WHEN HE WAS EXECUTING A 180 DEGREE TURN.

Brief of Accident (Continued)

File No. - 979

1/22/89

LAKE VIEW, CA

A/C Reg. No. N26313

Time (Lc1) - 0020 PST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. TERRAIN CONDITION - BOX CANYON
 2. WEATHER CONDITION - CLOUDS
 3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S INADVERTENT FLIGHT INTO A BOX CANYON.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 955 1/28/89 PLACERVILLE, CA A/C Reg. No. N512PV Time (Lcl) - 1300 PST

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

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

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

Make/Model - EAA WAG-AERO SPORT	Eng Make/Model - LYCOMING O-290-G	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1474	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PLACERVILLE
Wind Dir/Speed- 300/007 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 75
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 28937
SE LAND, ME LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - V 35B	Make/Model- 620
		Last 30 Days- 4
		Instrument- 1277
		Last 90 Days- 24
		Multi-Eng - 24817

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT OVERTURNED ON THE RUNWAY AFTER THE DUAL STUDENT APPLIED THE BRAKES DURING THE TOUCHDOWN PHASE OF THE LANDING. THE PILOT IN COMMAND WAS NOT ABLE TO OVERCOME THE SITUATION AND THE AIRPLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 955

1/28/89

PLACERVILLE, CA

A/C Reg. No. N512PV

Time (Lc1) - 1300 PST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - DUAL STUDENT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE STUDENT'S IMPROPER APPLICATION OF BRAKES DURING THE TOUCHDOWN/FLARE PHASE OF THE LANDING CAUSING THE AIRCRAFT
TO NOSE OVER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 974 4/20/89 STOCKTON, CA A/C Reg. No. N26198 Time (Lcl) - 0508 PDT

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

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

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

Make/Model - ROBINSON R22 BETA	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 - 2400	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	STOCKTON, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 340/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 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 - 20000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 107
	Months Since - 2	Last 24 Hrs - 0
HELICOPTER	Aircraft Type - R22	Make/Model- 107
		Last 30 Days- 10
		Instrument- 0
		Last 90 Days- 30
		Multi-Eng - 0
		Rotorcraft - 107

Instrument Rating(s) - NONE

-----Narrative-----

AFTER AN EVENING OF SOCIALIZING, THE PLT & PAX ELECTED TO GO ON A LOCAL FLT IN THE EARLY MORNING HRS BEFORE SUNRISE. THEY TOOK THE HELICOPTER (N26198) WITHOUT PROPER AUTHORIZATION & TOOK OFF DRG DARKNESS. A SHORT TIME LATER, THE HELICOPTER WAS OBSERVED FLYING AT LOW ALTITUDE IN AN ERRACTIC MANNER. SUBSEQUENTLY, IT COLLIDED WITH A POWER LINE, THEN HIT THE ROOF OF A BUILDING, CRASHED TO THE GROUND & BURNED. NO PREEXISTING AIRFRAME OR ENGINE MALFUNCTION WAS FOUND DRG THE INVESTIGATION. TOXICOLOGY CHECKS OF BLOOD & URINE SAMPLES WERE MADE. THE CHECKS SHOWED THE PLT & PAX HAD BLOOD/ALCOHOL LEVELS OF 0.17% & 0.11% (GRAMS%), RESPECTIVELY. A DRUG SCREEN OF FLUID FROM THE PLT SHOWED COCAINE/BENZOYLECGONINE LEVELS OF 0.19 MG/L. TOXICOLOGY CHECKS CONCERNING THE PAX WERE NEGATIVE FOR DRUGS.

Brief of Accident (Continued)

File No. - 974

4/20/89

STOCKTON, CA

A/C Reg. No. N26198

Time (Lcl) - 0508 PDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
4. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
5. LIGHT CONDITION - NIGHT
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. OBJECT - WIRE, TRANSMISSION
8. OBJECT - BUILDING(NONRESIDENTIAL)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
POOR JUDGEMENT OF THE PILOT BY FLYING WHILE PHYSICALLY IMPAIRED FROM CONSUMPTION OF ALCOHOL & DRUGS, AND
HIS FAILURE TO MAINTAIN PROPER ALTITUDE. THE LIGHT CONDITION (AT NIGHT) AND THE OBSTRUCTIONS (POWER LINES
AND BUILDING) WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 987 5/05/89 PORT SAN LUIS,CA A/C Reg. No. N6301M Time (Lcl) - 2015 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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 - IMC
Wind Dir/Speed- CALM
Visibility - 1.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAN LUIS OBISPO,CA
Destination
SANTA BARBARA,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SAN LUIS OBISPO
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - N/A

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

Pilot-In-Command

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

Age - 24
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-152

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

Total	-	87	Last 24 Hrs -	UNK/NR
Make/Model-	87		Last 30 Days-	UNK/NR
Instrument-	1		Last 90 Days-	UNK/NR
Multi-Eng -	0		Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED SAN LUIS OBISPO AIRPORT ON A PLANNED FLIGHT TO SANTA BARBARA. THE WX WAS VFR AT SBP BUT THERE WAS FOG AROUND THE COASTAL AREA. ABT 9 MINUTES AFTER DEPARTING SBP GROUND WITNESSES HEARD THE AIRPLANE'S ENGINE IN THE VICINITY OF THE CRASH SITE AND THE ENGINE SOUND ABRUPTLY STOPPED. THE PORT SAN LUIS HARBOR PATROL OFFICER THEN HEARD AN ELT TRANSMITTER SIGNAL AND INITIATED A SEARCH. THE WRECKAGE WAS FOUND ABOUT 4 HOURS AFTER THE SEARCH WAS INITIATED. GROUND SCARS AND THE WRECKAGE EXAMINATION DISCLOSED THE AIRPLANE STRUCK THE UPWARD SLOPING TERRAIN IN A WINGS & NOSE LEVEL ATTITUDE. THE EXAMINATION FURTHER DISCLOSED NO EVIDENCE OF ANY AIRPLANE COMPONENT MALFUNCTIONS OR FAILURES.

Brief of Accident (Continued)

File No. - 987

5/05/89

PORT SAN LUIS, CA

A/C Reg. No. N6301M

Time (Lcl) - 2015 PDT

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT FAILED TO EXECUTE A 180 DEGREE TURN AND INADVERTENTLY ENTERED INTO INSTRUMENT METEOROLOGICAL CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 932 7/09/89 SANTA PAULA,CA A/C Reg. No. N46207 Time (Lcl) - 1430 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - RYAN SCW-145
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1373
No. of Seats - 3

Eng Make/Model - WARNER 50/SS498
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 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- 040/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANTA PAULA,CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 65

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	231	Last 24 Hrs	-	UNK/NR
Make/Model	-	33	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE PILOT REPORTED THAT THE ENGINE BEGAN TO RUN ROUGH, AND SUBSEQUENTLY QUIT AT AN ESTIMATED ALTITUDE OF 700 FEET AGL. THE PILOT ELECTED TO LAND STRAIGHT AHEAD INSTEAD OF RETURNING TO THE AIRPORT. THE AIRPLANE LANDED IN ROUGH TERRAIN, DAMAGING BOTH WINGS.

Brief of Accident (Continued)

File No. - 932

7/09/89

SANTA PAULA, CA

A/C Reg. No. N46207

Time (Lc1) - 1430 PDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
TOTAL LOSS OF ENGINE POWER FOR UNDETERMINED REASONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 802 9/14/89 SANTA PAULA, CA A/C Reg. No. N49697 Time (Lcl) - 1357 PDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1675	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CAMARILLO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 22
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 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 - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 25
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 25
		Last 30 Days- 4
		Instrument- 1
		Last 90 Days- 10
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING LANDINGS IN CALM WIND CONDITIONS. WHILE ON AN APPROACH BEHIND ANOTHER AIRPLANE, HE STARTED A GO-AROUND, THEN HIS AIRCRAFT ENCOUNTERED WAKE TURBULENCE FROM THE OTHER PLANE AND ROLLED ABRUPTLY TO THE RIGHT. SUBSEQUENTLY, IT COLLIDED WITH TWO OTHER AIRCRAFT AND A HANGAR. A WALL OF THE HANGAR COLLAPSED, DAMAGING A THIRD AIRCRAFT.

Brief of Accident (Continued)

File No. - 802

9/14/89

SANTA PAULA, CA

A/C Reg. No. N49697

Time (Lc1) - 1357 PDT

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

3. OBJECT - AIRCRAFT PARKED
 4. OBJECT - AIRPORT FACILITY
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER IN-FLIGHT PLANNING/DECISION BY THE STUDENT PILOT. CONTRIBUTING FACTORS WERE THE PARKED AIRCRAFT, HANGAR,
AND THE STUDENT PILOT'S LACK OF TOTAL EXPERIENCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 941 3/08/89 WATKINS,CO A/C Reg. No. N3278C Time (Lcl) - 1455 MST

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

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

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

Make/Model - CRAVEN'S QUICKIE Q2	Eng Make/Model - REVMASER 2100-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 67 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WATKINS,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AURORA
Wind Dir/Speed- 160/008 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 70.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4694/ 40
Lowest Sky/Clouds - 6000 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 - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 7114
SE LAND,ME LAND	Months Since - 12	Make/Model- 43
GLIDER	Aircraft Type - DC-8-73	Instrument- 1113
		Multi-Eng - 1271
		Last 24 Hrs - UNK/NR
		Last 30 Days- 4
		Last 90 Days- 87

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N3278C, A WESTBOUND QUICKIE Q2, AND N7392G, A NORTHBOUND CESSNA 172K, COLLIDED IN MIDAIR AT RELATIVELY LOW ALT. VMC PREVAILED. THERE WAS NO EVIDENCE THAT EITHER PLT TOOK EVASIVE ACTION PRIOR TO THE COLLISION.

Brief of Accident (Continued)

File No. - 941

3/08/89

WATKINS,CO

A/C Reg. No. N3278C

Time (Lcl) - 1455 MST

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
-

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

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF BOTH PILOT'S TO MAINTAIN VISUAL LOOKOUT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 941 3/08/89 WATKINS,CO A/C Reg. No. N7392G Time (Lcl) - 1455 MST

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

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

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

Make/Model - CESSNA 172K	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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	AKRON,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WATKINS,CO	AURORA
Wind Dir/Speed- 160/008 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 70.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4694/ 40
Lowest Sky/Clouds - 6000 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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 914
SE, LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - C-172K	Make/Model- UNK/NR
		Last 30 Days- 3
		Instrument- 0
		Last 90 Days- 61

Instrument Rating(s) - NONE

-----Narrative-----

N3278C, A WESTBOUND QUICKIE Q2, AND N7392G, A NORTHBOUND CESSNA 172K, COLLIDED IN MIDAIR AT RELATIVELY LOW ALT. VMC PREVAILED. THERE WAS NO EVIDENCE THAT EITHER PLT TOOK EVASIVE ACTION PRIOR TO THE COLLISION.

Brief of Accident (Continued)

File No. - 941

3/08/89

WATKINS,CO

A/C Reg. No. N7392G

Time (Lcl) - 1455 MST

Occurrence #1 MIDAIR COLLISION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF BOTH PILOT'S TO MAINTAIN VISUAL LOOKOUT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 906 4/09/89 ASPEN, CO

A/C Reg. No. N6812R

Time (Lcl) - 1636 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire ON GROUND Crew Pass

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

Make/Model - CESSNA T210F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/020 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 6000 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 - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PITKIN COUNTY
Runway Ident - 33
Runway Lth/Wid - 7003/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 58
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 400	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS RETURNING TO ASPEN AFTER A FLT OF APRX 1.5 HRS. HE HAD RADIOED THE CONTROL TWR WHILE ON BASE LEG TO RWY 33 AND REPORTED THE ENGINE HAD FAILED. THE PLT ATTEMPTED TO GLIDE TO THE RWY BUT CRASHED ABOUT 1 MILE SOUTHEAST. A POST CRASH FIRE DESTROYED THE AIRPLANE. THE ENGINE WAS OPERATIONALLY TESTED AND FOUND TO BE CAPABLE OF NORMAL OPERATION. THE WIND AT THE TIME OF THE ACCIDENT WAS BLOWING FROM THE NORTHWEST AT 20 KTS WITH GUSTS TO 30 KTS. WITNESSES NEAR THE ACCIDENT SITE STATED THAT THE AIRPLANE "STALLED OUT" AT A LOW ALTITUDE.

Brief of Accident (Continued)

File No. - 906

4/09/89

ASPEN, CO

A/C Reg. No. N6812R

Time (Lc1) - 1636 MDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. POWERPLANT - FAILURE, TOTAL
 2. UNDETERMINED
 3. WEATHER CONDITION - HIGH WIND
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 7. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE ENGINE FAILURE DUE TO UNDETERMINED REASONS AND THE PILOT'S MISJUDGEMENT OF THE WIND CONDITIONS WHICH RESULTED IN
THE ATTEMPT TO GLIDE TO THE RUNWAY. THE PILOT ALSO FAILED TO MAINTAIN ADEQUATE AIRSPEED DURING THE GLIDE WHICH
RESULTED IN A STALL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 845 5/17/89 COLORADO SPGS,CO A/C Reg. No. N624H Time (Lcl) - 1240 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries 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	1	0
Accident Occurred During -TAXI					

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

Make/Model - ENSTROM 280C	Eng Make/Model - LYCOMING H10-360-E1AD	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 205 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COLORADO SPRINGS
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 11021/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4800 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 4300
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 3	Make/Model- 150
HELICOPTER	Aircraft Type - PA-31T	Instrument- 170
		Multi-Eng - 250
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 188
		Rotorcraft - 40

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

AFTER RETURNING FROM A LOCAL PHOTO FLT, THE PLT MADE AN APCH TO A HOVER LANDING NEAR THE APCH END OF RWY 17. HE WAS THEN CLEARED TO CROSS THE RWY & PROCEED (SOUTH-SOUTHEAST) TO THE INTENDED PARKING AREA. AS HE STARTED FORWARD & BEGAN A CLIMB, HE NOTICED WHAT HE BELIEVED WAS A PARTIAL POWER LOSS & HE INITIATED A HOVERING AUTOROTATION. THE HELICOPTER TOUCHED DOWN WITH FORWARD SPEED & SLID TO A STOP, THEN ROCKED BACKWARD & TO THE LEFT, DAMAGING THE MAIN & TAIL ROTOR BLADES. A POST ACDNT ENG RUN WAS MADE, BUT NO REASON WAS FOUND FOR THE RPRTD POWER LOSS. THE PREVAILING WIND WAS FROM 340 DEG AT 10 KTS. THE PLT RPRTD THE WIND WAS GUSTING TO 20 KTS. DENSITY ALTITUDE WAS CALCULATED TO BE 7300 FT.

Brief of Accident (Continued)

File No. - 845

5/17/89

COLORADO SPGS, CO

A/C Reg. No. N624H

Time (Lcl) - 1240 MDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAXI - AERIAL

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - TAILWIND
 4. WEATHER CONDITION - GUSTS
 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAXI - AERIAL

Finding(s)

6. AUTOROTATION - ATTEMPTED -
-

Occurrence #3 ROLL OVER
Phase of Operation TAXI - AERIAL

-----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. THE HIGH DENSITY ALTITUDE AND WIND CONDITIONS WERE
CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 862 5/27/89 FORT COLLINS, CO A/C Reg. No. N17184 Time (Lc1) - 2315 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA 177B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1F6D
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 - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

FT COLLINS/LOVELAND
Runway Ident - 33
Runway Lth/Wid - 6504/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 22
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

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

Total	-	215	Last 24 Hrs -	UNK/NR
Make/Model-	19		Last 30 Days-	UNK/NR
Instrument-	12		Last 90 Days-	UNK/NR
Multi-Eng -	1			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DRG THE INITIAL CLIMB AFTER A NIGHT TAKEOFF, THE ENG BEGAN MAKING A POPPING SOUND, THEN LOST POWER. HE MADE AN EMERGENCY LANDING IN AN AREA WHERE THE RWY WAS BEING EXTENDED AN ADDITIONAL 2000 FT. WHILE LANDING, THE GEAR COLLAPSED. A POST-ACDNT EXAM OF THE ACFT & A SUBSEQUENT ENG RUN FAILED TO REVEAL ANY EVIDENCE TO EXPLAIN THE RPRTD POWER LOSS.

Brief of Accident (Continued)

File No. - 862

5/27/89

FORT COLLINS, CO

A/C Reg. No. N17184

Time (Lcl) - 2315 MDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. LIGHT CONDITION - DARK NIGHT
3. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
4. LANDING GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
LOSS OF ENGINE POWER FOR AN UNDETERMINED REASON. THE DARK NIGHT AND TERRAIN CONDITION WERE CONSIDERED TO BE
CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 861 5/29/89 RANGELY, CO A/C Reg. No. N8065D Time (Lcl) - 1300 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 -TAXI					

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1840	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROOSEVELT, UT	RANGELY
Wind Dir/Speed- 220/030 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 75
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 398
SE LAND	Months Since - 25	Make/Model- 190
	Aircraft Type - PA-22	Instrument- 25
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD HE WAS MAKING A LEFT TURN ONTO RWY 24, WHEN THE STRONG/GUSTY WIND PUSHED THE ACFT TO THE RIGHT SIDE OF THE RWY. AS THE RIGHT (DOWNWIND) WHEEL DROPPED OFF THE PAVEMENT, THE LEFT WING LIFTED, THEN THE PROP & RIGHT WING TIP CONTACTED THE GROUND & THE ACFT WENT OVER TO AN INVERTED POSITION. THE PLT ESTD THE WIND WAS FROM 220 DEG AT 30 KTS. THIS WAS HIS 1ST FLT AFTER A WING LIFT MODIFICATION (TO EXTEND THE WING TIPS) HAD BEEN INSTALLED. HE STATED THE ACFT HAD BEEN IN THE SHOP FOR ABOUT 90 DAYS & HE HAD LOST "THE EDGE" FROM LACK OF (RECENT) FLT TIME. ALSO, HE SAID HE WAS NOT FAMILIAR WITH THE NEW HANDLING CHARACTERISTICS OF THE ACFT.

Brief of Accident (Continued)

File No. - 861

5/29/89

RANGELY, CO

A/C Reg. No. N8065D

Time (Lc1) - 1300 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. WEATHER CONDITION - GUSTS
 3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 4. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED -
 5. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
 6. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE PILOT. THE HIGH WIND, GUSTS, THE PILOT'S LACK OF RECENT EXPERIENCE, AND HIS LACK OF
FAMILIARITY WITH THE AIRCRAFT'S NEW HANDLING CHARACTERISTICS WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 824 6/29/89 CRESTONE, CO A/C Reg. No. N7509Q Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire ON GROUND

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

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

Make/Model - CESSNA 310Q
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
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/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 - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PAGOSA SPRINGS, CO
Destination
OMAHA, NE

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1042 Last 24 Hrs - UNK/NR
Make/Model- 322 Last 30 Days- UNK/NR
Instrument- 276 Last 90 Days- 32
Multi-Eng - 342

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & PAX WERE EN ROUTE FROM CALIFORNIA TO PENNSYLVANIA WITH REFUELING STOPS AT PAGOSA SPGS, CO & OMAHA, NE. AT APRX 1030 MDT, THE PLT TELEPHONED HIS DAUGHTER IN OMAHA & SAID THEY WOULD BE ARRIVING IN EARLY AFTERNOON. THE ACFT WAS RPRTD OVERDUE BY RELATIVES WHEN IT FAILED TO ARRIVE IN OMAHA. THE WRECKAGE WAS LOCATED IN A BOX CANYON AT AN ELEVATION OF ABOUT 12,000 FT. THE CANYON TERMINATED AT MT EUREKA WHICH HAD AN ELEVATION OF 13,931 FT. THE DENSITY ALTITUDE OF THE CRASH SITE WAS CALCULATED TO BE 15,921 FT. A POST CRASH EXAM OF THE ACFT & ENGS REVEALED EVIDENCE OF NORMAL OPERATION. WEATHER IN THE AREA WAS RPRTD TO BE CLEAR WITH 50 MI VISIBILITY.

Brief of Accident (Continued)

File No. - 824

6/29/89

CRESTONE, CO

A/C Reg. No. N7509Q

Time (Lcl) - UNK/NR

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - BOX CANYON
5. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT AND HIS FAILURE TO ATTAIN SUFFICIENT ALTITUDE TO SAFELY CLEAR THE
MOUNTAINS. CONTRIBUTING FACTORS WERE: MOUNTAINOUS TERRAIN, BOX CANYON, AND HIGH DENSITY ALTITUDE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 876 7/08/89 LOUISVILLE, CO A/C Reg. No. N6342G Time (Lcl) - 1905 MDT

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method	- N/A	BROOMFIELD, CO	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	JEFFCO
Wind Dir/Speed	- 300/014 KTS	ATC/Airspace	Runway Ident
Visibility	- 70.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 12000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 14000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 316	Last 24 Hrs - 0
SE LAND, ME LAND	Months Since - 1	Make/Model - 0	Last 30 Days - 16
	Aircraft Type - C-172RG	Instrument - 50	Last 90 Days - 17
		Multi-Eng - 13	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT (CFI) HAD NOT FLOWN A CESSNA 150K BEFORE & WAS ON HIS 1ST INSTRUCTIONAL FLT AFTER RECEIPT OF HIS CFI CERTIFICATE. THE STUDENT PLT HAD 9 HRS OF DUAL FLT TIME. THEY DEPD JEFFCO ARPT (BJC) AT 1855 MDT. AT 1900 MDT, THE BJC WX WAS IN PART: 12,000' SCT, 14,000' BKN, VIS 70 MI, WND 300 DEG AT 14 GSTG 33 KTS, TEMP 97 DEG, VIRGA IN ALL QUADS & TSTM ACTIVITY IN THE AREA. AFTER DEPG BJC, THE ACFT WAS SEEN ON AN APPARENT APCH TO A LARGE EMPTY PARKING LOT; THE APCH WAS THEN ABORTED. NO ENG PROBLEM WAS NOTED BY WITNESSES; THEY LAST SAW THE ACFT AS IT PASSED OVER THE CREST OF A HILL, DSCNDG ON A NORTHERLY HDG. IT CRASHED BYD THE CREST ON DSCNDG TRRN & WAS EXTENSIVELY DMGD. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS FOUND. THERE WAS EVIDENCE THE ACFT HAD ENCTRD MICROBURST ACTIVITY. APRX 15 MI SE AT STAPLETON INTL ARPT, MICROBURST ACTIVITY WAS RECORDED ON THE LOW LVL WND SHEAR ALERT (LLWAS) SYS. DENSITY ALTITUDE WAS ABOUT 9500'.

Brief of Accident (Continued)

File No. - 876

7/08/89

LOUISVILLE, CO

A/C Reg. No. N6342G

Time (Lcl) - 1905 MDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - MOUNTAIN WAVE
 4. WEATHER CONDITION - GUSTS
 5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 6. WEATHER CONDITION - WINDSHEAR
 7. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 8. FLIGHT INTO KNOWN ADVERSE WEATHER
 9. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI)
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE SUPERVISION BY THE INSTRUCTOR PILOT (CFI) AND FLIGHT IN KNOWN ADVERSE WEATHER CONDITIONS.
FACTORS RELATED TO THE ACCIDENT WERE: INADEQUATE PREFLIGHT PLANNING/PREPARATION BY THE CFI, HIS LACK
OF EXPERIENCE IN THE TYPE OF OPERATION, AND THE WEATHER CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 831 7/17/89 HASWELL,CO A/C Reg. No. N57622 Time (Lcl) - 0700 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire
NONE

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

Make/Model - PIPER PA-36

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3800

No. of Seats - 1

Eng Make/Model - LYCOMING IO-720

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 400 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- 230/008 KTS

Visibility - 4.000 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- GROUND FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LAS ANIMAS,CO

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5317	Last 24 Hrs	- 5
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Make/Model-	2578	Last 30 Days-	75
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Instrument-	68	Last 90 Days-	200
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Multi-Eng	- 73
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PILOT WAS MAKING A SWATH RUN NEAR A MAJOR POWER LINE, THE ACFT'S RIGHT WING HIT A GUY WIRE THAT WAS ANCHORED ABOUT 95 FT TO THE SIDE OF THE POWER LINE. THE GUY WIRE SEVERED THE RIGHT WING & THE ACFT CRASHED. THE PLT RPRTD THAT IF THE UNMARKED GUY WIRE HAD BEEN MORE VISIBLE, THE ACDNT WOULD NOT HAVE OCCURRED.

Brief of Accident (Continued)

File No. - 831

7/17/89

HASWELL,CO

A/C Reg. No. N57622

Time (Lcl) - 0700 MDT

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. OBJECT - GUY WIRE
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 4. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE VISUAL LOOKOUT BY THE PILOT (FAILED TO SEE & AVOID) WHICH RESULTED IN HIS FAILURE TO MAINTAIN CLEARANCE
FROM THE OBSTRUCTION. CONTRIBUTING FACTORS WERE: THE UNMARKED GUY WIRE & THE PILOT'S LACK OF VISUAL CUES (VISUAL
PERCEPTION).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 889 8/06/89 DURANGO, CO A/C Reg. No. N9823X Time (Lcl) - 1410 MDT

-----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	0

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

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-470	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LA PLATA COUNTY
Wind Dir/Speed- 290/004 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9200/ 150
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - VFR	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 - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 750
SE LAND	Months Since - 10	Make/Model- 600
	Aircraft Type - C-150	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 29
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING TOUCH-&-GO LANDINGS ON RWY 2. HE RPRTD THAT THE WIND SOCK WAS INDICATING A STRONG X-WIND WHEN HE LANDED. HE ESTIMATED THE WIND VELOCITY WAS 20 KTS. DURING THE LANDING, HE LOST DIRECTIONAL CONTROL OF THE ACFT & IT GROUND LOOPED. THE 1350 MDT WIND WAS FROM 290 DEG AT 4 GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 889

8/06/89

DURANGO, CO

A/C Reg. No. N9823X

Time (Lc1) - 1410 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
 4. DIRECTIONAL CONTROL - NOT POSSIBLE -
 5. GROUND LOOP/SWERVE - UNCONTROLLED -
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE PILOT. THE WIND CONDITION WAS CONSIDERED TO BE A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 837 6/04/89 DOVER AFB, DE A/C Reg. No. N69271 Time (Lcl) - 1108 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

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

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1675

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - MILITARY

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 290/013 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

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

DOVER AFB

Runway Ident - 19

Runway Lth/Wid - 9600/ 200

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 20

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 11 Last 24 Hrs - UNK/NR

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

Instrument- 0 Last 90 Days- UNK/NR

Multi-Eng - 0 Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS LANDING ON RWY 19 WITH A RPRTD WIND FROM 290 DEG AT 13 KTS. HE RPRTD THAT THE APCH WAS NORMAL UNTIL THE ACFT WAS AT ABOUT 15 FT AGL, THEN IT ABRUPTLY DESCENDED & CONTACTED THE RWY. IT BOUNCED 2 OR 3 TIMES & THE STUDENT ELECTED TO GO AROUND. POWER WAS APPLIED; HOWEVER, THE ACFT SETTLED ONTO THE RWY & TRAVELED OFF THE LEFT SIDE INTO A GRASS AREA. BEFORE THE STUDENT COULD STOP THE ACFT, IT CONTACTED A DITCH & NOSED OVER.

Brief of Accident (Continued)

File No. - 837

6/04/89

DOVER AFB, DE

A/C Reg. No. N69271

Time (Lc1) - 1108 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
 5. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

6. PORPOISE - UNCONTROLLED -
 7. DIRECTIONAL CONTROL - NOT MAINTAINED -
 8. GROUND LOOP/SWERVE - UNCONTROLLED -
-

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

Finding(s)

9. TERRAIN CONDITION - DITCH
-

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 IMPROPER FLARE, IMPROPER RECOVERY FROM A BOUNCED LANDING, AND HIS DELAY IN INITIATING A GO-AROUND,
WHICH RESULTED IN AN UNCONTROLLED PORPOISE, LOSS OF DIRECTIONAL CONTROL, AND AN UNCONTROLLED GROUND SWERVE. HIS
LACK OF EXPERIENCE, A CROSSWIND, AND THE DITCH WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 840 5/24/89 FORT PIERCE, FL A/C Reg. No. N714UQ Time (Lcl) - 1309 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	1	0
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 ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point HOLLYWOOD, FL	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		ST LUCIE COUNTY INTL
Basic Weather - VMC		Runway Ident - 27
Wind Dir/Speed- 240/012 KTS	ATC/Airspace	Runway Lth/Wid - 5000/ 150
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	FULL STOP	
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)
STUDENT	Current - N/A	Total - 69
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 69
		Last 30 Days- 34
		Instrument- 3
		Last 90 Days- 66

Instrument Rating(s) - NONE

-----Narrative-----

A JAPANESE NATIONAL/STUDENT PLT BECAME LOST ON HER 1ST FLT OUTSIDE THE ARPT TRAFFIC AREA. TOWER & APCH CONTROL PERSONNEL ATTEMPTED TO IDENTIFY THE ACFT ON RADAR, BUT WERE UNSUCCESSFUL. THE PLT FLEW NORTHBOUND UNTIL THE ACFT FLEW OVER AN ARPT, THEN SHE ENTERED THE TRAFFIC PATTERN TO LAND. AS SHE CONTINUED IN THE PATTERN, SHE SAW ANOTHER ACFT AHEAD ON A SHORT FINAL APCH. SHE MADE A 360 DEG TURN THEN CONTD THE APCH. AFTER ATTEMPTING TO LAND BEHIND THE OTHER ACFT, THE STUDENT'S ACFT STALLED, ENTERED A STEEP DESCENT & CRASHED AT MIDFIELD, ABOUT 250 FT LEFT OF THE RWY. NO PREIMPACT FAILURE OR MALFUNCTION OF THE ACFT WAS RPRTD. THE STUDENT RPRTD THAT SHE HAD GOTTEN LOST AFTER ENCOUNTERING SMOKE & HAZE. THE SMOKE WAS CAUSED BY AN EVERGLADE'S FIRE. THE STUDENT DID NOT SPEAK ENGLISH WELL & HAD DIFFICULTY COMMUNICATING WITH ATC PERSONNEL AFTER BECOMING LOST.

Brief of Accident (Continued)

File No. - 840 5/24/89 FORT PIERCE, FL A/C Reg. No. N714UQ Time (Lcl) - 1309 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - HAZE/SMOKE
 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. COMMUNICATIONS/INFORMATION/ATC - NOT UNDERSTOOD - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation GO-AROUND (VFR)

Finding(s)

5. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
 6. PLANNED APPROACH - POOR - PILOT IN COMMAND
 7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 8. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE STUDENT PILOT TO MAINTAIN AIRSPEED WHICH RESULTED IN AN INADVERTENT STALL. CONTRIBUTING FACTORS WERE:
THE WEATHER CONDITIONS (SMOKE & HAZE), THE STUDENT BECOMING LOST, HER LACK OF TOTAL EXPERIENCE, AND HER INABILITY TO
UNDERSTAND ATC INSTRUCTIONS AFTER SHE BECAME LOST.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 905 5/26/89 NICEVILLE, FL A/C Reg. No. N80WB Time (Lcl) - 1539 CDT

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

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

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

Make/Model - BRYAN ZENITH CH-300	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RUCKEL
Wind Dir/Speed- 260/007 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 75
Lowest Sky/Clouds - 2000 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 - 60	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 9350
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 975
		Instrument- 0
		Last 30 Days- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

PILOT SUFFERED HEART ATTACK SHORTLY AFTER DEPARTURE RESULTING IN HIS INCAPACITATION. THE AIRPLANE THEN DESCENDED OUT OF CONTROL RESULTING IN COLLISION WITH TREES AND THE FROUND.

Brief of Accident (Continued)

File No. - 905

5/26/89

NICEVILLE, FL

A/C Reg. No. N80WB

Time (Lcl) - 1539 CDT

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

Finding(s)

1. INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND
-

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

Finding(s)

2. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOTS INCAPACITATION BY A HEART ATTACK RESULTING IN THE AIRPLANE DESCENDING OUT OF CONTROL AND COLLIDING WITH TREES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 900 5/27/89 BIG PINE KEY, FL A/C Reg. No. N3201U Time (Lcl) - 0228 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
UNK/NR

Crew
Pass

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

Make/Model - MOONEY M20J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A3B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 130/007 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 1500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

FORT LAUDERDALE, FL

Destination

KEY WEST, FL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 63

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 851 Last 24 Hrs - 2

Make/Model- 99 Last 30 Days- 21

Instrument- 8 Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & PASSENGER DEPARTED ON A LATE NIGHT FLT FROM FORT LAUDERDALE TO KEY WEST, FLORIDA. THE FLT PROCEEDED WITHOUT APPARENT INCIDENT UNTIL THE ACFT WAS IN AN OVERWATER DESCENT OVER THE GULF OF MEXICO. THE DESCENT WAS NORMAL UNTIL ABOUT 0223 EDT, WHEN THE ACFT WAS APRX 34 MI NORTHEAST OF KEY WEST. RADAR DATA SHOWED THAT AT ABOUT THAT TIME, THE ACFT'S HEADING BEGAN TO CONSTANTLY CHANGE, WHICH RESULTED IN THE FLT MANEUVERING IN CLIMBS & DESCENTS OVER A 4 MI AREA. AFTER MANEUVERING ABOUT 4 MIN, CONTACT WITH THE ACFT WAS LOST, AND SEARCH & RESCUE EFFORTS WERE INITIATED. AT 0655 EDT, AN OIL SLICK WAS FND IN THE VCNTY OF THE ACFT'S LAST KNOWN POSITION. AT ABOUT 0900 EDT, A COAST GUARD SHIP RECOVERED DEBRIS FROM THE ACFT, BUT THE ACFT'S MAIN WRECKAGE & THE OCCUPANTS WERE NOT FOUND. THE ACFT WAS PRESUMED TO HAVE BEEN DESTROYED & THE OCCUPANTS WERE PRESUMED TO HAVE BEEN FATALLY INJURED OR DROWNED. THE WX AT KEY WEST WAS IN PART: 1500' SCATTERED, VIS 6 MI WITH HAZE. THE WX AT THE ACDNT SITE WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 900

5/27/89

BIG PINE KEY, FL

A/C Reg. No. N3201U

Time (Lcl) - 0228 EDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - HAZE/SMOKE
3. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. SPATIAL DISORIENTATION - PILOT IN COMMAND
5. LACK OF TOTAL INSTRUMENT TIME - 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:
THE PILOT BECAME SPATIALLY DISORIENTED AND WAS UNABLE TO MAINTAIN CONTROL OF THE AIRCRAFT. THE LIGHT CONDITIONS
(DARK NIGHT) AND WEATHER (HAZE) WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 884 5/27/89 FORT LAUDERDALE, FL A/C Reg. No. N1535M Time (Lcl) - 1843 EDT

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

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

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

Make/Model - BOEING E75N1	Eng Make/Model - CONTINENTAL W-670	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2717	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 220 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FT LAUDERDALE EXECUTIVE
Wind Dir/Speed- 110/012 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6001/ 100
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
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 - 500
SE LAND	Months Since - 2	Make/Model- 115
	Aircraft Type - C-182	Instrument- UNK/NR
		Multi-Eng - 6
		Last 24 Hrs - UNK/NR
		Last 30 Days- 30
		Last 90 Days- 50
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT DURING THE SECOND TOUCH-&-GO LANDING ON THIS FLT, HE "ATTEMPTED TO CORRECT DIRECTION OF AIRCRAFT WITH LEFT PEDAL." HE SAID HE "TOUCHED LEFT PEDAL, PLANE NOSED OVER AFTER MAKING UNCOMMANDED TURN TO THE LEFT." NO PRE-ACDNT PART FAILURE/MALFUNCTION WAS RPRTD. THE 1843 EDT WIND WAS FROM 110 DEG AT 12 KTS.

Brief of Accident (Continued)

File No. - 884

5/27/89

FORT LAUDERDALE, FL

A/C Reg. No. N1535M

Time (Lcl) - 1843 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL WHICH RESULTED IN AN INADVERTENT GROUND SWERVE. THE CROSSWIND
AND THE PILOT'S IMPROPER USE OF BRAKES WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 978 6/10/89 SARASOTA, FL A/C Reg. No. N3100B Time (Lcl) - 1720 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SARASOTA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 290/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2200 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 1502
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1460
		Last 30 Days- 3
		Instrument- 10
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS MANEUVERING TO SPOT CATTLE FOR A GROUND CREW WHEN THE ACCIDENT OCCURRED. AS A TURN WAS MADE TO REVERSE DIRECTION, THE PLT'S ATTENTION WAS DIVERTED TO LOOKING FOR COWS AND THE AIRSPEED WAS ALLOWED TO DECREASE. THE AIRPLANE THEN STALLED AND ENTERED A SPIN FROM WHICH IT CRASHED INTO TREES AND THE GROUND.

Brief of Accident (Continued)

File No. - 978

6/10/89

SARASOTA, FL

A/C Reg. No. N3100B

Time (Lcl) - 1720 EDT

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. DIVERTED ATTENTION - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
 5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
-

----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 TO SPOT CATTLE FOR A GROUND CREW.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 999 6/10/89 ST. AUGUSTINE, FL A/C Reg. No. N9834D Time (Lcl) - 1020 EDT

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

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

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

Make/Model - PIPER PA-22-160	Eng Make/Model - LYCOMING O-320-B2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ST. AGUSTUINE
Wind Dir/Speed- 240/011 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 72906
SE LAND	Months Since - 8	Make/Model- UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 1
		Last 90 Days- 4
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING GROUND ROLL, WITNESSES REPORTED ENG DEVELOPING INTERMITTENT POWER. TAKEOFF CONTINUED & AT ABOUT 150 FEET AGL. PLT INITIATED A TURN TO THE LEFT TO RETURN TO THE ARPT. DURING THE TURN ACFT STALLED & CRASHED ON ARPT PROPERTY. PLT WAS REMOVED FROM BURNING ACFT & TRANSPORTED TO THE HOSPITAL WHERE HE DIED OF HIS INJURIES. FIRE EXTINGUISHED BY LOCAL FIRE DEPT. EXAM OF ACFT REVEALED NO EVIDENCE OF FAILURE OR MALFUNCTION OF THE FLT CONTROLS. EXAM OF ENG REVEALED NO DETERMINATION COULD BE MADE FOR THE REPORTED INTERMITTENT POWER. THE IGNITION HARNESS & LT MAGNETO WERE DAMAGED BY FIRE. RT MAGNETO OPERATED NORMALLY, AS DID THE SPARK PLUGS. MAGNETO SWITCH AT ACCIDENT SITE POSITIONED TO THE RT MAG. IT TESTED NORMALLY. FUEL CONTINUITY FROM EACH FUEL TANK TO GASCOLATOR WAS VERIFIED. FUEL LINE FROM GASCOLATOR TO CARBURETOR WAS DAMAGED BY FIRE. EXAM OF CARBURETOR REVEALED FLOAT DESTROYED & PRIMARY VENTURI NOT INSTALLED. IDENTICAL ENG AT MANUFACTURERS FACILITY WITH VENTURI REMOVED FROM CARB REVEAL

Brief of Accident (Continued)

File No. - 999 6/10/89 ST. AUGUSTINE, FL A/C Reg. No. N9834D Time (Lcl) - 1020 EDT

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

Finding(s)

1. IGNITION SYSTEM - UNDETERMINED
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 6. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 7. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

8. TERRAIN CONDITION - GROUND
-

Occurrence #4 FIRE
Phase of Operation OTHER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT FAILED TO MAINTAIN AIRSPEED DURING THE TURN TO RETURN TO THE AIRPORT, RESULTING IN THE LOSS OF CONTROL.
CONTRIBUTING TO THE ACCIDENT WAS HIS CONTINUED TAKEOFF WITH INTERMITTENT ENGINE POWER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 998 6/15/89 DAYTONA BEACH, FL A/C Reg. No. N57946 Time (Lcl) - 1155 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew Pass
NONE 1 0

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

Make/Model - BOEING A-75
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2700
No. of Seats - 2

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 - NO

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

Weather Data

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

Itinerary

Last Departure Point
NEW SMYRNA, FL
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Basic Weather - VMC
Wind Dir/Speed - 160/006 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 - 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
SE LAND

Age - 43

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - 24

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

Total	- 2705	Last 24 Hrs	- 1
Make/Model	- 300	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 314
Multi-Eng	- UNK/NR	Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NRTHBND BANNER TOWING BIPLANE COLLIDED WITH THE BANNER BEING TOWED BY THE SOUTHBND J-3 WHILE FLYING ABT 500 FT & ABT 200 YDS OFF SHORE. THE BANNER TANGLED IN THE FRT SECTION OF THE BIPLANE & IT DID ABT 3/4 SPIN INTO THE OCEAN AT ABT A 60-DEG ANGLE. BOTH ACFT HAD BEEN OPERATING IN THE DAB ARSA W/O THE REQ RADIO CLRNCE. THE OWNER OF THE BIPLANE SAID THE PLT HAD BEEN HAVING PERSONAL PROBLEMS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 998

6/15/89

DAYTONA BEACH, FL

A/C Reg. No. N57946

Time (Lc1) - 1155 EDT

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

Finding(s)

1. OBJECT - OTHER
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. INTERPERSONAL RELATIONS - 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 BIPLANE PILOT FAILED TO SEE AND AVOID THE COLLISION WITH THE BANNER BEING TOWED BY THE OTHER AIRPLANE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 983 6/18/89 LANTANA, FL A/C Reg. No. N2UM Time (Lcl) - 1534 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 0	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - UHLEY-MASON R.A.F. VARI-EZE	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1110	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 118 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LANTANA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BOCA RATON, FL	Runway Ident - N/A
Wind Dir/Speed- 090/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3000 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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 185
SE LAND	Months Since - 8	Last 24 Hrs - 1
	Aircraft Type - VARI-EZ	Make/Model- 89
		Last 30 Days- 2
		Instrument- 3
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THE ENG FAILED ABRUPTLY AS THE ACFT MADE A RIGHT TURN AFTER TAKEOFF. THE ENG WAS PLACED ON A TEST STAND AFTER THE ACCIDENT AND OPERATED TO FULL POWER WITH NO EVIDENCE OF FAILURE OR MALFUNCTION. UNCONTAMINATED FUEL WAS FOUND IN THE AIRFRAME AND ENG FUEL SYSTEM AFTER THE ACCIDENT. THE ENG IGNITION SWITCHES WERE DESTROYED IN THE ACCIDENT AND THE POSITION OF THESE SWITCHES COULD NOT BE DETERMINED. WITNESSES TO THE ACCIDENT OBSERVED THE ENG OPERATE ON THE TEST STAND AND WHEN THE IGNITION SWITCHES WERE TURNED OFF THE ENG FAILED ABRUPTLY. THEY IDENTIFIED THIS FAILURE MODE AS SIMILAR TO THE INFLIGHT FAILURE OF THE ENG. THE OTHER OWNER OF THE ACFT STATED HE HAD INADVERTENTLY TURNED OFF THE IGNITION SWITCHES A FEW YEARS BEFORE WHEN HE BUMPED THEM WHILE CLOSING THE AIR VENT. HE STATED THE POINT IN THIS FLIGHT THAT THE ENG FAILED WOULD HAVE BEEN THE POINT THE PLT WOULD HAVE CLOSED THE AIR VENT.

Brief of Accident (Continued)

File No. - 983

6/18/89

LANTANA, FL

A/C Reg. No. N2UM

Time (Lc1) - 1534 EDT

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

Finding(s)

1. IGNITION SYSTEM -
 2. EQUIPMENT, OTHER - INADVERTENT DEACTIVATION - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - ROADWAY/HIGHWAY
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOTS INADVERTENT TURNING OFF OF THE ENGINE IGNITION SWITCHES RESULTING IN ENGINE FAILURE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 899 7/03/89 FORT LAUDERDALE, FL A/C Reg. No. N149RT Time (Lcl) - 0300 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	6
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 421B	Eng Make/Model - CONTINENTAL GTS10-520-N	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6840	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 375 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	KISSIMMEE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FORT LAUDERDALE EXECUTIVE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 08
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 100
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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)
COMMERCIAL	Current - UNK/NR	Total - 3200
SE LAND, ME 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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING AN APPROACH TO LAND AT NIGHT, SHE ALLOWED THE AIRSPEED TO DISSIPATE AND THE SINK RATE TO INCREASE. SUBSEQUENTLY, THE AIRCRAFT TOUCHED DOWN HARD AND ALL THREE OF THE LANDING GEAR COLLAPSED. NO PRE-ACCIDENT PART FAILURE OR MALFUNCTION OF THE AIRCRAFT WAS EVIDENT.

Brief of Accident (Continued)

File No. - 899

7/03/89

FORT LAUDERDALE, FL

A/C Reg. No. N149RT

Time (Lc1) - 0300 EDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. FLARE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

3. LANDING GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER FLARE BY THE PILOT. THE LIGHT CONDITION (DARK NIGHT) WAS CONSIDERED TO BE A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 823 7/19/89 JAY, FL

A/C Reg. No. N65212

Time (Lcl) - 2012 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire
NONE

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

Make/Model - BELL TH-13T

Landing Gear - SKID

Max Gross Wt - 2950

No. of Seats - 3

Eng Make/Model - LYCOMING O-425-A1F

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 265 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 220/010 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

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 - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

HELICOPTER

Age - 26

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - 47G-2

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1200

Make/Model- 1200

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- 150

Last 90 Days- 350

Rotorcraft - 1200

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT AT DUSK, THE HELICOPTER COLLIDED WITH A POWER LINE AS THE PILOT WAS MAKING A SWATH RUN. AFTER HITTING THE POWER LINE, THE HELICOPTER ROLLED LEFT, ENTERED A DESCENT & CRASHED.

Brief of Accident (Continued)

File No. - 823

7/19/89

JAY, FL

A/C Reg. No. N65212

Time (Lcl) - 2012 CDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. LIGHT CONDITION - DUSK
 3. VISUAL LOOKOUT - INADEQUATE -
 4. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 5. OBJECT - WIRE, TRANSMISSION
 6. 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:
INADEQUATE PLANNING/DECISION BY THE PILOT AND HIS FAILURE TO MAINTAIN CLEARANCE FROM THE POWER LINE. CONTRIBUTING
FACTORS WERE: LIGHT CONDITIONS AT DUSK, TRANSMISSION (POWER) LINES, AND THE PILOT'S LACK OF VISUAL CUES (VISUAL
PERCEPTION) AT DUSK.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 966 2/16/89 JACKSON,GA A/C Reg. No. N4126Y Time (Lcl) - 1755 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-320-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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 330/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

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

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

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

Total	- 1000	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 AIRPLANE WAS PERFORMING LOOPS AT LOW ALTITUDE WHEN IT ENTERED INTO A SPIN. THE AIRPLANE SUBSEQUENTLY CRASHED INTO A WOODED AREA. A WITNESS CLOSE TO THE ACCIDENT SITE REPORTED THAT THE AIRPLANE ENTERED THE SPIN DURING DESCENT AS IT WAS COMPLETING A LOOP. POST-CRASH EXAMINATION OF THE AIRPLANE REVEALED NO EVIDENCE OF ANY PRE-EXISTING MECHANICAL MALFUNCTION OR FAILURE. POST-MORTEM EXAMINATION OF THE PILOT BY A MEDICAL EXAMINER REVEALED NO EVIDENCE OF ANY MEDICAL CONDITION WHICH COULD BE CAUSALLY RELATED TO THE ACCIDENT. WITNESSES AND OTHER AREA RESIDENTS REPORTED THAT THE PILOT HAD ROUTINELY PERFORMED LOW-LEVEL AEROBATICS IN THE AREA ON PREVIOUS OCCASIONS.

Brief of Accident (Continued)

File No. - 966

2/16/89

JACKSON, GA

A/C Reg. No. N4126Y

Time (Lcl) - 1755 EST

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

Finding(s)

1. MANEUVER - ATTEMPTED - PILOT IN COMMAND
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 5. REMEDIAL ACTION - NOT POSSIBLE -
-

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

Finding(s)

6. TERRAIN CONDITION - GROUND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER HANDLING OF THE AIRPLANE WHICH RESULTED IN AN INADVERTENT STALL/SPIN AND SUBSEQUENT COLLISION
WITH TERRAIN. FACTORS CONTRIBUTING TO THE ACCIDENT WERE THE PILOT'S DECISION TO PERFORM AEROBATIC MANEUVERS AT LOW
ALTITUDE, AND COMPLACENCY ABOUT PERFORMING SUCH MANEUVERS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 901 3/04/89 ST MARYS ISLAND,GA A/C Reg. No. N9299Q Time (Lcl) - 1730 EST

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

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

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

Make/Model - BEECH 95-B55	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TITUSVILLE,FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	BRUNSWICK,GA	Runway Ident - N/A
Wind Dir/Speed- 030/004 KTS	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 - OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
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)
PRIVATE	Current - NO	Total - 1181
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 187
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE CRASHED INTO A SINGLE FAMILY DWELLING WHILE ATTEMPTING AN APPROACH TO THE GLYNCO AIRPARK. INSTRUMENT WEATHER CONDITIONS PREVAILED AT THE TIME. THE PILOT HAD RECEIVED A WEATHER BRIEFING AND WAS AWARE OF THE CONDITIONS EN ROUTE. THE AIRPLANE CUT A SWATH THROUGH THE TREES ABOUT 600 FEET LONG. THE PROFILE VIEW INDICATED THAT THE AIRPLANE FOLLOWED THE CONTOUR OF THE TREES UNTIL IT CRASHED INTO A TREE ADJACENT TO A HOUSE. THE POST IMPACT FIRE DESTROYED THE AIRPLANE'S CENTER SECTION AND COCKPIT. WRECKAGE EXAMINATION FAILED TO DISCLOSE ANY COMPONENT FAILURE OR SYSTEM MALFUNCTION. THE PILOT DID NOT HOLD AN AIRPLANE MULTI-ENGINE LAND OR INSTRUMENT AIRPLANE RATING.

Brief of Accident (Continued)

File No. - 901

3/04/89

ST MARYS ISLAND,GA

A/C Reg. No. N9299Q

Time (Lc1) - 1730 EST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)
8. VISUAL LOOKOUT - NOT POSSIBLE -
9. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT CONTINUED INTO IMC CONDITIONS WHERE HE COLLIDED WITH TREES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 957 3/16/89 SWAINSBORO, GA A/C Reg. No. N73944 Time (Lcl) - 1830 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	1	0

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

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

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

ELT Installed/Activated - YES/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- 280/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
CHAMBLEE, GA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

JOSH LEWIS
Runway Ident - 36
Runway Lth/Wid - 4000/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 45

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - C-172N

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 328	Last 24 Hrs	- 1
Make/Model	- 198	Last 30 Days	- 9
Instrument	- UNK/NR	Last 90 Days	- 21
Multi-Eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING TO LAND AT THE UNLIGHTED, TURF AIRSTRIP IN DUSK LIGHT CONDITIONS. THE AIRPLANE TOUCHED DOWN IN PLOWED DIRT BORDERING THE RWY AND NOSED OVER DURING ROLLOUT. THE PLT HAD NO PREVIOUS FLT EXPERIENCE AT THE AIRSTRIP. EXAMINATION OF AERIAL PHOTOGRAPHS OF THE AIRSTRIP REVEALED THAT THE DIRT AREA WAS APPROXIMATELY THE SAME LENGTH & WIDTH AS THE RWY, AND LIGHTER IN COLOR THAN THE RWY & SURROUNDING TERRAIN. THE DIRT AREA STOOD OUT IN CONTRAST COMPARED TO THE RWY AND OTHER SURROUNDING TERRAIN.

Brief of Accident (Continued)

File No. - 957

3/16/89

SWAINSBORO, GA

A/C Reg. No. N73944

Time (Lcl) - 1830 EST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DUSK
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 4. TERRAIN CONDITION - SOFT
 5. 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 DECISION TO LAND AT AN UNLIGHTED AIRSTRIIP IN LOW LIGHT CONDITIONS, AND HER SUBSEQUENT, INADVERTENT SELECTION
OF UNSUITABLE TERRAIN BORDERING THE RUNWAY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 980 3/29/89 DANVILLE, GA A/C Reg. No. N5368H Time (Lcl) - 1045 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	0	0

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

Make/Model - PIPER PA-16	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MACON, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 140/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 17	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 199
SE LAND	Months Since - 6	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 41
		Last 30 Days- 41
		Instrument- 0
		Last 90 Days- 75
		Multi-Eng - 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE BEGAN TO LOSE PWR (RPM) DURING CRUISE AS IF IT WAS EXPERIENCING "A BAD CASE OF CARB ICE". THE PLT APPLIED CARB HEAT AFTER THE ENGINE LOST OVER 300 RPM. THE ENGINE CONTINUED TO LOSE PWR AND THE PLT ELECTED TO MAKE A PRECAUTIONARY LDG IN AN OPEN FIELD. THE FIELD WAS UNEVEN, AND THE PLT FOUND THAT HE COULD NOT BRAKE THE AIRPLANE TO A STOP BEFORE COLLIDING WITH A FENCE. TOTAL ELAPSED TIME FROM THE INITIAL PWR LOSS TO LDG WAS ONLY 2 TO 3 MINUTES, ACCORDING TO THE PLT. EXAM OF THE ENGINE REVEALED BLACK, SOOTY DEPOSITS ON THE FIRING ENDS OF THE SPARK PLUGS. ACCORDING TO ICING PROBABILITY CURVES, CONDITIONS WERE FAVORABLE FOR THE FORMATION OF MODERATE ICING AT CRUISE PWR. THE AIRPLANE WAS STC'D TO OPERATE ON AUTOGAS, AND WAS FUELED WITH A MIX OF 100LL AVGAS AND AUTO GAS.

Brief of Accident (Continued)

File No. - 980

3/29/89

DANVILLE,GA

A/C Reg. No. N5368H

Time (Lcl) - 1045 EST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. INDUCTION AIR CONTROL/SYSTEM - ICE
 3. CARBURETOR HEAT - DELAYED - PILOT IN COMMAND
 4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 7. OBJECT - FENCE
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT DELAYED IN APPLYING CARBURETOR HEAT AFTER THE ENGINE BEGAN TO LOSE POWER, AND HIS SELECTION OF UNSUITABLE
TERRAIN FOR A PRECAUTIONARY-LANDING SITE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 982 6/29/89 AMERICUS,GA A/C Reg. No. N8773S Time (Lcl) - 1100 EDT

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

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

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

Make/Model - AIR TRACTOR AT-301	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 - NO
Max Gross Wt - 5000	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	UNK/NR
Method - N/A	AMERICUS,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg -	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5000
SE LAND	Months Since - 3	Make/Model- 3500
	Aircraft Type - 7AC	Instrument- 10
		Last 24 Hrs - 10
		Last 30 Days- 100
		Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS AT THE START OF A SWATH RUN TO SPRAY A PEANUT FIELD AND CONTACTED THE LOWER THREE WIRES OF POWER LINES. PART OF THE LEFT WING TIP WAS SEVERED AND THE ACFT MADE INITIAL CONTACT WITH THE GROUND APPROXIMATELY 450 FEET FROM THE POWER LINES. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME OF THE OCCURRENCE. INVESTIGATION REVEALED NO INDICATION OF A SYSTEM OR MECHANICAL MALFUNCTION. AUTOPSY/TOXICOLOGY RESULTS WERE NEGATIVE FOR ALCOHOL, DRUGS, CYANIDE AND OTHER COMPOUNDS.

Brief of Accident (Continued)

File No. - 982

6/29/89

AMERICUS,GA

A/C Reg. No. N8773S

Time (Lcl) - 1100 EDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. VISUAL LOOKOUT - NOT OBTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - GROUND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO PROPERLY SURVEY THE AREA IN WHICH HE WOULD BE CONDUCTING AERIAL APPLICATION FLIGHTS AND HIS
FAILURE TO SEE AND AVOID POWERLINES WHILE PERFORMING AERIAL APPLICATION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 977 8/03/89 ATLANTA,GA A/C Reg. No. N5509K Time (Lcl) - 0936 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - SCHEDULED, DOMESTIC, CARGO	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 121	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - LANDING			0	0	0	2
				0	0	0

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

Make/Model - CONVAIR 640 (340D)	Eng Make/Model - ROLLS-ROYCE DART10MK542-4	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 55000	Engine Type - TURBOPROP	
No. of Seats - 2	Rated Power - 2750 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELETYPE	DETROIT, MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ATLANTA HARTSFIELD
Wind Dir/Speed- 350/005 KTS	ATC/Airspace	Runway Ident - 26R
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE	STRAIGHT-IN	
Condition of Light - DAYLIGHT	FULL STOP	

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 7404
SE LAND, ME LAND	Months Since - 4	Make/Model- 450
HELICOPTER	Aircraft Type - CV-640	Instrument- UNK/NR
		Multi-Eng - 6140
		Last 24 Hrs - UNK/NR
		Last 30 Days- 19
		Last 90 Days- 105
		Rotorcraft - 983

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

DURING THE DESCENT TO THE OUTER MARKER FOR A VISUAL APPROACH WITH AN ILS BACKUP TO RUNWAY 26R, THE PILOT IN COMMAND DID NOT DESCEND TO A POINT WHERE A STABILIZED APPROACH TO LANDING COULD BE COMPLETED. THE AIRPLANE REPORTEDLY CROSSED THE OUTER MARKER WITH A FULL SCALE FLY DOWN DEFLECTION ON THE ILS GLIDE SLOPE INDICATOR. THE PILOT REPORTED THAT HE ATTAINED THE GLIDE SLOPE FROM ABOVE WHEN HE WAS ABOUT ONE MILE FROM THE THRESHOLD. THE AIRPLANE WAS FLARED FOR LANDING AT AN EXCESSIVE ALTITUDE AND TOUCHDOWN WAS NOT MADE UNTIL AT LEAST 1,500 FEET DOWN THE RUNWAY. THE AIRPLANE TOUCHED DOWN HARD, BOUNCED AND ON THE SECOND TOUCHDOWN MADE RUNWAY CONTACT WITH ALL THREE GEARS OR POSSIBLY SLIGHTLY NOSE GEAR FIRST. THE NOSE GEAR DRAG LINK FRACTURED, THE NOSE GEAR COLLAPSED AND THE AIRPLANE CAME TO A STOP ON ITS MAIN GEAR AND THE FUSELAGE NOSE.

Brief of Accident (Continued)

File No. - 977

8/03/89

ATLANTA, GA

A/C Reg. No. N5509K

Time (Lcl) - 0936 EDT

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

Finding(s)

1. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 3. FLARE - INITIATED - PILOT IN COMMAND
 4. TOUCHDOWN - IMPROPER - PILOT IN COMMAND
 5. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
 6. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
 7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

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

Finding(s)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT IN COMMAND FAILED TO PLACE THE AIRPLANE AT A POSITION FROM WHICH A STABILIZED APPROACH TO LANDING COULD BE MADE.
HIS PROCEDURE FOR THE RECOVERY FROM THE BOUNCED LANDING WAS INADEQUATE AND THE NOSE GEAR STRUCTURAL STRENGTH WAS
EXCEEDED DURING FOLLOWING TOUCHDOWNS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 803 10/17/89 VALDOSTA,GA A/C Reg. No. N172SC Time (Lcl) - 1502 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

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

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

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/008 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 3500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
VALDOSTA,GA
Destination
VALDOSTA,GA
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
VALDOSTA REGIONAL
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 - 54
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-32RT

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

Total	- 8039	Last 24 Hrs	- 4
Make/Model-	1200	Last 30 Days-	63
Instrument-	1440	Last 90 Days-	98
Multi-Eng	- 2800	Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE PLT WAS PATROLLING A 115 KV POWER LINE, THE ACFT FLEW INTO A 230 KV LINE THAT CROSSED OVER THE 115 KV LINE. THE PLT FELT A "JOLT" AS THE ACFT STRUCK THE 230 KV LINE, BUT THE ACFT CONTINUED FLYING. HE MADE A CONTROLLABILITY CHECK, THEN HE RETURNED TO THE ARPT & LANDED WITHOUT FURTHER INCIDENT. AN EXAM REVEALED DAMAGE TO THE LEFT WING TIP, VERTICAL STABILIZER & RUDDER.

Brief of Accident (Continued)

File No. - 803

10/17/89

VALDOSTA,GA

A/C Reg. No. N172SC

Time (Lcl) - 1502 EDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE VISUAL LOOKOUT BY THE PILOT (FAILURE TO SEE & AVOID THE OBSTRUCTION). CONTRIBUTING FACTORS WERE THE
TRANSMISSION (POWER) LINE AND LACK OF VISUAL CUES (PILOT'S VISUAL PERCEPTION).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 965 1/03/89 S.TIMBALIER 151,GM A/C Reg. No. N22704 Time (Lcl) - 1250 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - OTHER WORK USE	Fire	Crew 0	0	1	0
Flight Conducted Under - 14 CFR 133	NONE	Pass 0	0	0	0
Accident Occurred During - DESCENT					

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

Make/Model - BELL 206B-III	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO	-N/A
Landing Gear - EMERGENCY FLOAT	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 3200	Engine Type - TURBOSHAFT		
No. of Seats - 5	Rated Power - 420 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	S.T. 151	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	S.T. 151	S. TIM 151
Wind Dir/Speed- 270/016 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3522
	Months Since - 3	Make/Model- 1431
HELICOPTER	Aircraft Type - BH-206	Instrument- 192
		Last 24 Hrs - 2
		Last 30 Days- 55
		Last 90 Days- 134
		Rotorcraft - 3522

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT EXPERIENCED AN ENG FAILURE DURING A SLING LOAD PICK UP ON AN OFFSHORE PLATFORM. DURING THE AUTOROTATION, THE LEFT SKID AND FLOAT STRUCK A HANDRAIL ON THE RIG AND SEPARATED. THE ACFT IMPACTED THE WATER, NOSE LOW, AND ROLLED OVER AS A RESULT OF THE SEPARATED FLOAT. INVESTIGATION REVEALED THAT THE ENG FAILURE WAS A RESULT OF A 6TH STAGE COMPRESSOR WHEEL FATIGUE FAILURE. THE WHEEL FATIGUE ORIGINATED AT A CASTING INCLUSION THAT HAD NOT BEEN DETECTED DURING THE MANUFACTURING PROCESS.

Brief of Accident (Continued)

File No. - 965

1/03/89

S.TIMBALIER 151,GM

A/C Reg. No. N22704

Time (Lcl) - 1250 CST

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

Finding(s)

1. COMPRESSOR ASSEMBLY, ROTOR DISC - FAILURE, TOTAL
2. COMPRESSOR ASSEMBLY, CASTING - FATIGUE
3. MAINTENANCE, REBUILD/REMANUFACTURE - IMPROPER - MANUFACTURER

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

Finding(s)

4. OBJECT - BUILDING(NONRESIDENTIAL)

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

Finding(s)

5. TERRAIN CONDITION - WATER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
A COLLISION BETWEEN THE AIRCRAFT AND THE PLATFORM DURING THE EMERGENCY AUTOROTATION WHICH CAUSED THE LEFT SKID AND FLOAT TO SEPARATE AND DESTABILIZED THE AUTOROTATION. THE COLLISION WAS PROBABLY UNADOIDABLE DUE TO THE MANEUVER THAT WAS BEING CONDUCTED AT THE ONSET OF THE EMERGENCY. THE EMERGENCY LANDING WAS ATTEMPTED FOLLOWING AN ENGINE FAILURE THAT WAS THE RESULT OF A TOTAL COMPRESSOR FAILURE. THE COMPRESSOR FAILURE WAS CAUSED BY A FATIGUE FAILURE OF THE SIXTH STAGE WHEEL WHICH SEPARATED. THE FAILURE WAS INITIATED DUE TO A CASTING INCLUSION IN THE WHEEL WHICH WAS NOT DETECTED DURING THE MANUFACTURING PROCESS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 960 1/09/89 S. TIMBALIER 75,GM A/C Reg. No. N27555 Time (Lcl) - 1313 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-POSITIONING	0	0	1	0
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-LANDING				

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

Fire NONE

Crew 0
Pass 0

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

Make/Model - BELL 206L-1
Landing Gear - EMERGENCY FLOAT
Max Gross Wt - 4050
No. of Seats - 7

Eng Make/Model - ALLISON 250-C28B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 500 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 - 020/014 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SHIP SHOAL 114,GM
Destination
S. T. 161,GM

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
PRECAUTIONARY LANDING

Airport Proximity
ON AIRPORT

Airport Data
S.T. 75

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - METAL/WOOD
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP
ME LAND
HELICOPTER

Age - 34

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - 206L-1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2520	Last 24 Hrs	- UNK/NR
Make/Model	- 205	Last 30 Days	- 70
Instrument	- 482	Last 90 Days	- 158
Multi-Eng	- 10	Rotorcraft	- 2320

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER ROLLED OFF AN OFFSHORE PLATFORM INTO THE GULF OF MEXICO FOLLOWING A LOSS OF YAW CONTROL DURING AN ATTEMPTED PRECAUTIONARY LANDING. THE PRECAUTIONARY LANDING WAS EXECUTED AFTER THE PILOT EXPERIENCED LEFT AND RIGHT YAW AND FEEDBACK THROUGH THE TAIL ROTOR CONTROL PEDALS. THE TAIL ROTOR GEAR BOX AND DRIVE TRAIN SYSTEM WERE NOT RECOVERED AND THE CAUSE OF THE FLIGHT CONTROL MALFUNCTION COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 960 1/09/89 S. TIMBALIER 75,GM A/C Reg. No. N27555 Time (Lcl) - 1313 CST

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CONTROL - FAILURE, TOTAL
 2. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CONTROL - UNDETERMINED
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

Finding(s)

3. OBJECT - BUILDING(NONRESIDENTIAL)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE LOSS OF CONTROL OF THE HELICOPTER DUE TO AN UNDETERMINED FAILURE OF THE TAIL ROTOR CONTROL SYSTEM.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 866 8/08/89 INDIANOLA,IA A/C Reg. No. N2210H Time (Lcl) - 0800 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - BALLOON WORKS FIREFLY-7
Landing Gear - N/A
Max Gross Wt - 1640
No. of Seats - UNK/NR

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC

Itinerary

Last Departure Point
INDIANOLA,IA
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- 290/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE

FREE BALLOON

Age - 37

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - FIREFLY

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	-	39	Last 24 Hrs -	1
Make/Model-	37	Last 30 Days-	1	
Instrument-	0	Last 90 Days-	17	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THE ACDNT OCCURRED WHILE HE WAS PARTICIPATING IN "THE NATIONAL CLASSICS" WITH OTHER HOT AIR BALLOONISTS. HE STATED THAT WHILE ASCENDING, THE BALLOON ENCOUNTERED WIND SHEAR THAT TOOK IT OFF COURSE TOWARD A TALL TV TOWER. SUBSEQUENTLY, THE BALLOON COLLIDED WITH THE TOWER AT ABOUT THE 190 FT LEVEL, THEN IT DESCENDED UNCONTROLLABLY TO THE GROUND.

Brief of Accident (Continued)

File No. - 866

8/08/89

INDIANOLA,IA

A/C Reg. No. N2210H

Time (Lcl) - 0800 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. CLIMB - INITIATED -
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - WINDSHEAR
5. OBJECT - TOWER, MARKED
6. 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:
FAILURE OF THE PILOT TO MAINTAIN CLEARANCE FROM THE TV TOWER DUE TO IMPROPER IN-FLIGHT PLANNING/DECISION. UNFAVORABLE
WIND/WINDSHEAR AND THE TALL TOWER WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 924 3/18/89 ROCKFORD, IL A/C Reg. No. N52634 Time (Lcl) - 1638 CST

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

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

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

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MILWAUKEE, WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROCKFORD, IL	GREATER ROCKFORD
Wind Dir/Speed- 300/012 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WET
Obstructions to Vision- NONE	FULL STOP	
Precipitation - SNOW		
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)
PRIVATE	Current - YES	Total - 111
SE LAND	Months Since - 11	Last 24 Hrs - 0
	Aircraft Type - C-152	Make/Model- 18
		Last 30 Days- 4
		Instrument- 5
		Last 90 Days- 13
		Multi-Eng - 2

Instrument Rating(s) - NONE

-----Narrative-----

THE MAIN LANDING GEAR COLLAPSED DURING THE ROLLOUT OF A FULL STOP LANDING. THE HYDRAULIC POWER PACK UNIT HAD BEEN REPLACED RECENTLY. THIS WAS ONLY THE SECOND FLIGHT AND SECOND LANDING SINCE THE REPLACEMENT OF THE UNIT. THE HYDRAULIC RESERVOIR WAS SLIGHTLY LESS THAN HALF FULL. GEAR OPERATION COULD NOT BE OBTAINED IN A FUNCTIONAL TEST WITH THE HYDRAULIC FLUID LEVEL EXISTENT IN RESERVOIR. NORMAL GEAR FUNCTION WAS OBTAINED AFTER RESERVOIR WAS SERVICED TO OPERATING CAPACITY.

Brief of Accident (Continued)

File No. - 924

3/18/89

ROCKFORD,IL

A/C Reg. No. N52634

Time (Lcl) - 1638 CST

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

Finding(s)

1. HYDRAULIC SYSTEM,RESERVOIR - LOW LEVEL
 2. GEAR DOWN AND LOCKED - NOT POSSIBLE - PILOT IN COMMAND
 3. HYDRAULIC SYSTEM,PUMP - STARVATION
 4. MAINTENANCE,INSTALLATION - PERFORMED - OTHER MAINTENANCE PSNL
 5. MAINTENANCE,SERVICE OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
 6. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE INADEQUATE SERVICING OF THE HYDRAULIC FLUID BY MAINTENANCE PERSONNEL AND THE PILOT'S FAILURE TO EXTEND THE
LANDING GEAR MANUALLY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 847 4/25/89 CAHOKIA, IL A/C Reg. No. N5498B Time (Lcl) - 1750 CST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/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 - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	VICHY, MO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ST LOUIS DOWNTOWN-PARKS
Wind Dir/Speed- 190/009 KTS	ATC/Airspace	Runway Ident - 30R
Visibility - 12.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3800/ 75
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 40 Last 24 Hrs - 4
	Months Since - N/A	Make/Model- 40 Last 30 Days- 14
	Aircraft Type - N/A	Instrument- 0 Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS LANDING ON RWY 30 WITH A X-WIND FROM 190 DEG AT 9 KTS. HE REPORTED THAT DURING THE LANDING, HE LOST CONTROL OF THE ACFT & IT SUBSEQUENTLY NOSED OVER.

Brief of Accident (Continued)

File No. - 847

4/25/89

CAHOKIA, IL

A/C Reg. No. N5498B

Time (Lcl) - 1750 CST

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
 4. GROUND LOOP/SWERVE - UNCONTROLLED -
 5. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE COMPENSATION FOR WIND CONDITIONS BY THE STUDENT PILOT AND HIS FAILURE TO MAINTAIN DIRECTIONAL CONTROL. THE
CROSSWIND AND THE STUDENT'S LACK OF TOTAL EXPERIENCE WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 937 4/25/89 MARSEILLES,IL A/C Reg. No. N85243 Time (Lcl) - 1800 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - AERONICA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-75-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 070/009 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MARSEILLES,IL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 27
Runway Lth/Wid - 2000/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 43

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 580 Last 24 Hrs - 0

Make/Model- 137 Last 30 Days- 19

Instrument- 8 Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TOOK OFF TO THE WEST UPHILL FROM A 2000 FOOT SOD RUNWAY. IT WAS SUBSTANTIALLY DAMAGED AFTER THE TAIL WHEEL SNAGGED POWER LINES DURING THE INITIAL CLIMB. THE ACFT LOST AIRSPEED AND DESCENDED OUT OF CONTROL INTO AN EMPTY FIELD. THE PLT REPORTED THE WIND AS CALM; HOWEVER, A FRONTAL SYSTEM WAS APPROACHING THE AREA. THE TERRAIN ROSE BEYOND THE DEPARTURE END OF THE RWY. THE POWER LINES, APRX 50 FT HIGH, RAN NORTH & SOUTH 450 FT WEST OF THE DEPARTURE END OF THE RWY. POST ACCIDENT INVESTIGATION SHOWED THAT THE ACFT LANDED HARD IN A LEVEL ATTITUDE.

Brief of Accident (Continued)

File No. - 937

4/25/89

MARSEILLES,IL

A/C Reg. No. N85243

Time (Lcl) - 1800 CDT

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. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED

Occurrence #2 HARD LANDING

Phase of Operation DESCENT - UNCONTROLLED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PIC'S OVERCONFIDENCE IN THE ACCIDENT AIRCRAFT'S CLIMB PERFORMANCE AS HE ATTEMPTED TO TAKE OFF UP HILL AND OVER WIRES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 936 5/21/89 COLUMBIA,IL A/C Reg. No. N371FZ Time (Lcl) - 1300 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
Crew
Pass

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

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

Make/Model - ZENGEL RV-4
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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- 110/011 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLUMBIA,IL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

COLUMBIA
Runway Ident - 21
Runway Lth/Wid - 2400/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 64
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - C-150

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

Total	- 157	Last 24 Hrs -	1
Make/Model-	7	Last 30 Days-	4
Instrument-	0	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED AN ENGINE FAILURE IMMEDIATELY AFTER LIFT OFF. THE PLT LANDED STRAIGHT AHEAD ON THE SAME RUNWAY BUT WAS UNABLE TO STOP IN THE DISTANCE REMAINING. THE ACFT NOSED OVER AFTER STRIKING A DITCH LOCATED AT THE END OF THE RUNWAY. POST ACCIDENT INVESTIGATION SHOWED THAT THE FUEL LINES HAD BEEN LOOSELY WRAPPED WITH FIRESLEEVE AND HAD BEEN ROUTED ADJACENT TO AN EXHAUST PIPE. GROUND RUNNING THE ENG FOR APRX ONE HR AFTER THE ACCIDENT RESULTED IN FUEL PRESSURE FLUCTUATIONS, HIGH OIL TEMP, AND LOSS OF ENGINE POWER ACCOMPANIED BY HEAVY BLACK SMOKE COMING FROM THE EXHAUST PIPES. THE BOOST PUMP SEEMED TO HAVE NO EFFECT ON THE PROBLEM.

Brief of Accident (Continued)

File No. - 936

5/21/89

COLUMBIA,IL

A/C Reg. No. N371FZ

Time (Lcl) - 1300 CDT

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

Finding(s)

1. FUEL SYSTEM,LINE - OVERTEMPERATURE
 2. MAINTENANCE,INSTALLATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

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

Finding(s)

3. TERRAIN CONDITION - DITCH
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE IMPROPER ROUTING OF ENGINE FUEL LINES RESULTING IN OVER TEMPERATURE OF THE LINES WHICH RESULTED IN THE FUEL
FLOW TO CARBURETOR TO FLUCTUATE AND CAUSE OVER RICH CONDITION AND LOSS OF ENGINE POWER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 976 5/22/89 MC HENRY, IL A/C Reg. No. N32GR Time (Lcl) - 1715 CDT

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

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

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

Make/Model - RUSCHKE STARDUSTER TOO	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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	ON AIRPORT
Method - N/A	MCHENRY, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GREENWOOD/WONDER LAKE
Wind Dir/Speed- 100/005 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 36
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 15000 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 - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,FLT ENG	Current - UNK/NR	Total - 10000
SE LAND,ME LAND,SE SEA	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 - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT AIRPLANE STRUCK TERRAIN WHILE IN AN OUT OF CONTROL DESCENT SHORTLY AFTER TAKEOFF ON A PERSONAL FLIGHT. WITNESSES REPORTED A NORMAL TAKEOFF AND INITIAL CLIMB AND THEN THE AIRPLANE ROTATED TO A NEAR VERTICAL CLIMB FOLLOWED BY A "HAMMERHEAD MANEUVER" TO THE LEFT. IT THEN DESCENDED INTO THE GROUND.

Brief of Accident (Continued)

File No. - 976

5/22/89

MC HENRY,IL

A/C Reg. No. N32GR

Time (Lc1) - 1715 CDT

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

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
 3. OSTENTATIOUS DISPLAY - 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 FLYING PILOTS FAILURE TO MAINTAIN AIRSPEED DURING AN OSTENTATIOUS DISPLAY RESULTING IN AN INADVERTENT STALL AND
SUBSEQUENT COLLISION WITH TERRAIN.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 897 5/29/89 WHEELING,IL A/C Reg. No. N4763P Time (Lcl) - 2100 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - CESSNA P210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
DIXON,IL
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

PALWAUKEE
Runway Ident - 16
Runway Lth/Wid - 5137/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND,ME LAND

Age - 49

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

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

Total	- 2166	Last 24 Hrs	- 3
Make/Model-	160	Last 30 Days-	15
Instrument-	321	Last 90 Days-	26
Multi-Eng	- 1471		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS LANDED AT NIGHT WITH THE LANDING GEAR RETRACTED. THE PILOT STATED THAT HE FAILED TO EXTEND THE GEAR BEFORE LANDING.

Brief of Accident (Continued)

File No. - 897

5/29/89

WHEELING,IL

A/C Reg. No. N4763P

Time (Lcl) - 2100 CDT

Occurrence #1

GEAR NOT EXTENDED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO EXTEND THE LANDING GEAR, WHICH RESULTED IN A WHEELS-UP LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 850 7/15/89 GRAYSLAKE, IL A/C Reg. No. N8301F Time (Lcl) - 1201 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	0	1
Pass	0	0	0	0

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

Make/Model - PIPER PA-32-301
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1G5
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- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

CAMPBELL-GRAYSLAKE
Runway Ident - 27
Runway Lth/Wid - 3250/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-172

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

Total	-	412	Last 24 Hrs -	0
Make/Model-	74		Last 30 Days-	9
Instrument-	108		Last 90 Days-	47

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A FLT TO PRACTICE TAKEOFFS & LANDINGS FOR THE PURPOSE OF ACFT RE-FAMILIARIZATION BEFORE A PLANNED X-COUNTRY FLT. AS HE WAS LANDING, THE ACFT BOUNCED 3 TIMES. HE RPRTD THAT ON THE 3RD TOUCHDOWN, HE WAS "NOT ABLE TO ACHIEVE SUFFICIENT FLARE TO AVOID TOUCHING DOWN NOSE WHEEL FIRST." SUBSEQUENTLY, THE NOSE GEAR COLLAPSED & THE ACFT CAME TO REST, NOSE DOWN, ON THE RWY. DRG THE PREVIOUS 90 DAYS, THE PLT HAD ACCRUED 3.5 HRS IN THIS MAKE & MODEL OF ACFT; HOWEVER, SINCE 5/20/89, ALL OF HIS FLT TIME HAD BEEN IN ANOTHER TYPE OF ACFT WHICH HAD DIFFERENT LANDING CHARACTERISTICS.

Brief of Accident (Continued)

File No. - 850

7/15/89

GRAYSLAKE,IL

A/C Reg. No. N8301F

Time (Lcl) - 1201 CDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 4. LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

5. LANDING GEAR,NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER FLARE AND RECOVERY FROM A BOUNCED LANDING, AND HIS FAILURE TO GO AROUND (WHEN THERE WAS
SUFFICIENT SPEED AND RUNWAY REMAINING). A CONTRIBUTING FACTOR WAS HIS LACK OF RECENT EXPERIENCE IN TYPE OF
AIRCRAFT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 855 8/04/89 PUTNAM, IL A/C Reg. No. N60263 Time (Lcl) - 1430 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1700/ 50
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 148
SE LAND	Months Since - UNK/NR	Make/Model- 148
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 3
		Last 30 Days- 36
		Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHEN HE TAXIED TO TAKEOFF, HE USED CARBURETOR (CARB) HEAT TO PREHEAT THE CARB BECAUSE OF THE HIGH HUMIDITY. WHILE TAKING OFF, HE NOTED THE ACFT WOULD NOT GAIN AIRSPEED AFTER LIFT-OFF OR CLIMB SUFFICIENTLY TO CLEAR OBSTACLES. HE TURNED TO AVOID A HANGAR, BUT THE ACFT SUBSEQUENTLY HIT TREES & CRASHED. A POST-ACDNT EXAM OF THE ACFT REVEALED THE CARBURETOR HEAT WAS IN THE FULL "ON" POSITION. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS EVIDENT. THE PLT RPRTD THE TEMP WAS 95 DEG.

Brief of Accident (Continued)

File No. - 855

8/04/89

PUTNAM,IL

A/C Reg. No. N60263

Time (Lcl) - 1430 CDT

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

Finding(s)

1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
2. WEATHER CONDITION - TEMPERATURE EXTREMES
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE

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

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER USE OF CARBURETOR HEAT BY THE PILOT WHICH RESULTED IN REDUCED POWER FOR TAKEOFF. THE OBSTRUCTIONS
(HANGAR & TREES) AND WEATHER CONDITIONS WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 921 8/13/89 BLOOMINGTON, IL A/C Reg. No. N915Q Time (Lcl) - 1843 CDT

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

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

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

Make/Model - BEECHCRAFT A33	Eng Make/Model - CONTINENTAL IO-470-K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3150	Engine Type - RECIP-FUEL INJECTED	
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 AIRPORT
Method - N/A	BLOOMINGTON, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ST. LOUIS, MO	BLOOMINGTON
Wind Dir/Speed- 220/005 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3723/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1550
SE LAND	Months Since - 4	Last 24 Hrs - 2
	Aircraft Type - BE-33	Make/Model- 671
		Last 30 Days- 12
		Instrument- 354
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, AS THE AIRCRAFT CLIMBED THROUGH ABOUT 100 FEET ABOVE THE GROUND, THE ENGINE LOST POWER AND THE PILOT MADE A FORCED LANDING. THE AIRCRAFT TOUCHED DOWN AT THE DEPARTURE END OF THE RUNWAY, AND CONTINUED ON ACROSS A GRASSY AREA AND INTO A FIELD OF MATURE CORN BEFORE COMING TO A STOP. POST-ACCIDENT EXAMINATION REVEALED CONTAMINATION (WATER, DEBRIS, AND A RUST-LIKE PARTICULATE) IN THE FUEL SYSTEM. THE ENGINE RAN UP NORMALLY WITH CLEAN FUEL IN THE SYSTEM.

Brief of Accident (Continued)

File No. - 921

8/13/89

BLOOMINGTON,IL

A/C Reg. No. N915Q

Time (Lcl) - 1843 CDT

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

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
A LOSS OF ENGINE POWER DUE TO CONTAMINATION (WATER, DEBRIS, AND RUST-LIKE PARTICLES) IN THE FUEL AND THE PILOT'S
FAILURE TO DETECT THE CONTAMINATION DURING THE PRE-FLIGHT INSPECTION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 881 9/28/89 PRINCETON, IL A/C Reg. No. N7818R Time (Lcl) - 0945 CDT

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

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

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

Make/Model - BEECH 36	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/008 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BLOOMINGTON, IL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>PIPER</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2000/ 150</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2042
SE LAND	Months Since - 16	Make/Model- 1105
	Aircraft Type - BE-36	Instrument- 293
		Multi-Eng - 10
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THERE WERE TREES AT THE NORTH END OF THE RUNWAY & HE WAS A LITTLE HIGH AND FAST ON THE FINAL APPROACH TO LAND. AFTER TOUCHING DOWN ON THE DAMP GRASS RUNWAY, HE APPLIED BRAKES, BUT WAS UNABLE TO SLOW THE AIRCRAFT SUFFICIENTLY TO STOP ON THE REMAINING RUNWAY. SUBSEQUENTLY, IT CONTINUED OFF THE DEPARTURE END, WENT THRU A DITCH, CROSSED A ROAD, AND STOPPED NOSE DOWN IN A DITCH ON THE FAR SIDE OF THE ROAD.

Brief of Accident (Continued)

File No. - 881

9/28/89

PRINCETON, IL

A/C Reg. No. N7818R

Time (Lcl) - 0945 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - GRASS
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

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

Finding(s)

7. TERRAIN CONDITION - DITCH
8. TERRAIN CONDITION - ROADWAY/HIGHWAY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT HAD EXCESSIVE AIRSPEED, MISJUDGED THE LANDING DISTANCE, AND DID NOT GO AROUND. THE HIGH OBSTRUCTIONS (TREES),
WET RUNWAY, DITCH, AND UNEVEN TERRAIN (ROADWAY) WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 875 10/10/89 PEORIA,IL

A/C Reg. No. N9658A

Time (Lcl) - 1145 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 -TAXI

Fire
NONE

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

Make/Model - CESSNA 140A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 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- 280/009 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

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

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

Pilot-In-Command

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

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

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

Total	- 1991	Last 24 Hrs	- UNK/NR
Make/Model-	1000	Last 30 Days-	7
Instrument-	213	Last 90 Days-	16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING, THE PILOT TAXIED TO THE T-HANGAR RAMP. HE RPRTD THAT AS HE WAS TAXIING WITH A TAILWIND, HE "TAPPED" THE BRAKES & THE TAIL STARTED COMING UP. HE WAS UNABLE TO CORRECT THE SITUATION & THE ACFT NOSED OVER. THE PILOT STATED HE WAS TAXIING WITH "A SLIGHT TAIL UP ATTITUDE" WHEN THE "TAIL STARTED COMING UP." HE HAD 1000 HRS IN THE CESSNA 140, BUT HAD NOT FLOWN IT IN THE PREVIOUS 90 DAYS. THE PURPOSE OF THE FLT WAS TO PRACTICE TAKEOFFS & LANDINGS.

Brief of Accident (Continued)

File No. - 875

10/10/89

PEORIA,IL

A/C Reg. No. N9658A

Time (Lcl) - 1145 CDT

Occurrence #1

NOSE OVER

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
4. LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE COMPENSATION FOR WIND CONDITIONS BY THE PILOT. THE TAILWIND, THE PILOT'S IMPROPER USE OF BRAKES, AND HIS
LACK OF RECENT EXPERIENCE IN THE TYPE OF AIRCRAFT WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 917 10/22/89 LANSING,IL A/C Reg. No. N6736L Time (Lcl) - 1845 CDT

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

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

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

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	KOKOMO,IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LANSING,IL	LANSING MUNICIPAL
Wind Dir/Speed-	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2200
SE LAND	Months Since - 5	Make/Model- 355
	Aircraft Type - B-35	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 18
		Last 90 Days- 50
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO TAXI FROM THE RUNWAY TO THE HANGAR/RAMP AREA AFTER LANDING, THE PLT TAXIED ACROSS A GRASSY AREA TO GET TO THE MARKED TEMPORARY GRASS TAXIWAY. AS HE TAXIED THROUGH THE GRASSY AREA, THE ACFT'S LEFT MAIN LANDING GEAR DROPPED INTO AN UNMARKED HOLE WHICH THE PLT ESTIMATED TO BE 23" DEEP. THE PLT WAS ABLE TO TAXI THE ACFT OUT OF THE HOLE BY USING POWER; HOWEVER SUBSTANTIAL DAMAGE RESULTED TO THE ACFT. THE ARPT WAS IN THE MIDST OF ONGOING CONSTRUCTION, AND THE HOLE WAS ONE OF SEVERAL CAUSED BY THE RELOCATION OF THE VASI LIGHT INSTALLATION DUE TO RUNWAY EXPANSION. THE AIRPORT MANAGEMENT STATED THAT THE HOLES HAD BEEN "RESTORED" AFTER THE VASI STRUCTURES WERE REMOVED; THEY WERE "RESTORED" AGAIN THE DAY AFTER THE ACCIDENT. THE PLT DESCRIBED THE LIGHT CONDITIONS AS "DARK NIGHT" AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 917

10/22/89

LANSING, IL

A/C Reg. No. N6736L

Time (Lcl) - 1845 CDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. OTHER AIRPORT/RUNWAY MAINTENANCE - POOR - AIRPORT PERSONNEL
3. NOTAMS - NOT UNDERSTOOD - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
6. TERRAIN CONDITION - DITCH
7. UNSUITABLE TERRAIN - ENCOUNTERED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT'S POOR JUDGEMENT IN ELECTING TO TAXI ACROSS AN UNMARKED AREA IN DARK NIGHT CONDITIONS, AT AN AIRPORT WITH KNOWN
CONSTRUCTION IN PROGRESS AND THE AIRPORT MANAGEMENT'S FAILURE TO ASSURE THE INITIAL REPAIRS WERE SUFFICIENT TO
CORRECT THE HOLES MADE DURING CONSTRUCTION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 943 1/02/89 CARMEL, IN A/C Reg. No. N2CL Time (Lcl) - 1344 EST

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

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

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

Make/Model - PIPER PA-28-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ZIONSVILLE, IN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	ATHENS, GA	Runway Ident - N/A
Wind Dir/Speed- 280/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 300 FT OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 257
SE LAND	Months Since - 21	Make/Model- 10
	Aircraft Type - PA28181	Instrument- 69
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DEPARTED FOR THE X-COUNTRY FLT IN IMC CONDITIONS. WHILE CLIMBING TO CRUISE, THE PLT EXPERIENCED A LOSS OF AIRCRAFT CONTROL FOLLOWED BY AN INFLIGHT SEPARATION OF BOTH WINGS AND THE EMPENNAGE. SUBSEQUENT INVESTIGATION REVEALED ICE BLOCKING THE PITOT/STATIC TUBE. ICING FORECASTS WERE VALID FOR THE PERIOD COVERING THE TIME OF THE FLIGHT AND THE PLT HAD RECEIVED A BRIEFING REGARDING POSSIBLE ICE. ALTHOUGH THE PITOT HEAT TESTED TO BE OPERATIONAL WHEN CHECKED DURING A POST ACCIDENT EXAM, THE PITOT HEAT SWITCH WAS FOUND IN THE OFF POSITION AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 943

1/02/89

CARMEL, IN

A/C Reg. No. N2CL

Time (Lc1) - 1344 EST

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

Finding(s)

1. ANTI-ICE/DE-ICE SYSTEM, PITOT ANTI-ICE - NOT ENGAGED
 2. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
 3. WEATHER CONDITION - ICING CONDITIONS
 4. HAZARDOUS WEATHER ADVISORY - NOT UNDERSTOOD - PILOT IN COMMAND
-

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

Finding(s)

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

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S POOR UNDERSTANDING OF THE WEATHER FORECAST, HIS FAILURE TO UTILIZE THE PITOT HEAT IN ICING CONDITIONS AND
THE EXCEEDING OF THE STRESS LIMITS OF THE AIRCRAFT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 953 3/26/89 CROTHERSVILLE, IN A/C Reg. No. N27WF Time (Lcl) - 1530 CST

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

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

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

Make/Model	- BEECH 95-B-55	Eng Make/Model	- CONTINENTAL IO-470-L	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5125	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 260 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 160/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAWN</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>LOUISVILLE, KY</p> <p>Destination</p> <p>LOUISVILLE, KY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - BE-95</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 474</p> <p>Make/Model- 137</p> <p>Instrument- 79</p> <p>Multi-Eng - 207</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 2</p> <p>Last 90 Days- 10</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL PLEASURE FLIGHT, WHILE IN NORMAL CRUISE, THE RIGHT ENGINE FAILED TOTALLY. THE PILOT REDUCED POWER ON THE LEFT (OPERATING) ENGINE TO "CURTAIL THE VIOLENT VIBRATION OF THE AIRCRAFT" AND EXECUTED A FORCED LANDING IN AN OPEN FIELD. AS THE AIRCRAFT WAS ROLLING OUT AFTER TOUCHDOWN, IT ENCOUNTERED A MUDDY AREA. THE NOSE GEAR BOGGED DOWN, THEN COLLAPSED, AND THE AIRCRAFT NOSED OVER. POST-ACCIDENT EXAMINATION OF THE RIGHT ENGINE REVEALED THAT THE PIN RETAINING PLATE CUT THROUGH THE CRANKSHAFT COUNTERWEIGHT, RELEASING IT. FURTHER EXAMINATION REVEALED THAT THE COUNTERWEIGHTS HAD NOT BEEN "TUFTRIDED", A SURFACE HARDENING PROCESS WHICH PREVENTS THE PIN RETAINING PLATE FROM CUTTING/WEARING THROUGH THE COUNTERWEIGHT. THIS PROCESS HAS BEEN REQUIRED ON NEW ENGINES SINCE 1968, AND ON REBUILT ENGINES SINCE 1973-74. THE ACCIDENT ENGINE WAS REBUILT BY THE MANUFACTURER IN 1971. LOGBOOK/MAINTENANCE INFORMATION PROVIDED BY THE PILOT WAS INCOMPLETE.

Brief of Accident (Continued)

File No. - 953

3/26/89

CROTHERSVILLE, IN

A/C Reg. No. N27WF

Time (Lcl) - 1530 CST

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

Finding(s)

1. ENG ASSEMBLY, CRANKSHAFT COUNTERWEIGHTS/VIB DAMPER - FAILURE, TOTAL
 2. MAINTENANCE, RECORDKEEPING - POOR - PILOT IN COMMAND
 3. POWERPLANT - FAILURE, TOTAL
 4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
 6. TERRAIN CONDITION - WET
 7. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
A FAILURE OF THE ENGINE DUE TO A CRANKSHAFT COUNTERWEIGHT FAILURE. THE PILOT PERFORMED EMERGENCY PROCEDURES AND
EXECUTED A FORCED LANDING IN AN OPEN FIELD, WHERE THE AIRCRAFT ENCOUNTERED A LARGE MUDDY AREA, BOGGED DOWN AND NOSED
OVER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 848 6/17/89 INDIANAPOLIS, IN A/C Reg. No. N12VR Time (Lcl) - 1115 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Pass
NONE 0 0

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

Make/Model - MAULE MX-7-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 230/013 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NORTH VERNON, IN
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

INDIANAPOLIS METRO
Runway Ident - 14
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 35
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 400	Last 24 Hrs	- 1
Make/Model-	36	Last 30 Days-	5
Instrument-	10	Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS LANDING ON RWY 14 WITH A X-WIND FROM 230 DEG AT 13 KTS. HE RPRTD THAT HE COMPENSATED FOR THE X-WIND BY MAKING THE FINAL APCH WITH THE RIGHT WING LOW. AS HE FLARED TO LAND, THE ACFT STARTED TO DRIFT TO THE LEFT. SUBSEQUENTLY, IT DRIFTED OFF THE LEFT SIDE OF THE RWY. THE PLT STATED THAT WHILE ATTEMPTING TO AVOID RWY & VASI LIGHTS, THE WING TIPS TOUCHED (THE GROUND), THEN THE ACFT NOSED OVER & CAME TO REST APRX 200 FT LEFT OF THE RWY.

Brief of Accident (Continued)

File No. - 848

6/17/89

INDIANAPOLIS, IN

A/C Reg. No. N12VR

Time (Lc1) - 1115 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 4. OBJECT - RUNWAY LIGHT
 5. MANEUVER - INITIATED -
 6. TERRAIN CONDITION - GROUND
 7. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER COMPENSATION FOR WIND CONDITIONS BY THE PILOT, HIS FAILURE TO MAINTAIN RUNWAY ALIGNMENT, AND HIS MISJUDGEMENT
OF WINGTIP CLEARANCE ABOVE THE GROUND AS HE WAS MANEUVERING TO AVOID THE RUNWAY & VASI LIGHTS. THE CROSSWIND AND
RUNWAY/VASI LIGHTS WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 890 6/18/89 MICHIGAN CITY, IN A/C Reg. No. N8824D Time (Lcl) - 1218 CDT

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

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

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

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320-C2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	MICHIGAN CITY
Wind Dir/Speed- 170/009 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 75
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 210
SE LAND	Months Since - 3	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 4 SEAT ACFT TOOK OFF ON A SIGHT-SEEING FLT WITH 4 ADULTS & 2 CHILDREN ON BOARD. ACCORDING TO WITNESSES, THE ACFT HAD A "HIGH ANGLE OF ATTACK" DRG TAKEOFF & NEVER CLIMBED ABOVE ABOUT 100 FT AGL. A REAR SEAT PASSENGER STATED THE ACFT MADE A LEFT 180 DEG TURN AFTER TAKEOFF; SUBSEQUENTLY, HE FELT THE ACFT DROP, ENTER A LEFT BANK & DESCEND TO THE GROUND. NO PREIMPACT MECHANICAL MALFUNCTION OF THE AIRFRAME OR ENG WAS FOUND DRG THE INVESTIGATION. THE ACFT'S WEIGHT AT THE TIME OF THE ACNT WAS ESTIMATED TO BE 2141 LBS. THE MAX GROSS WEIGHT LISTED IN THE FLT MANUAL WAS 2000 LBS.

Brief of Accident (Continued)

File No. - 890

6/18/89

MICHIGAN CITY, IN

A/C Reg. No. N8824D

Time (Lcl) - 1218 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation TAKEOFF

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO OBTAIN AND/OR MAINTAIN ADEQUATE AIRSPEED DURING TAKEOFF, WHICH RESULTED IN AN INADVERTENT
STALL & COLLISION WITH THE GROUND. RELATED FACTORS WERE: FAILURE OF THE PILOT TO FOLLOW PROCEDURES/DIRECTIVES
AND HIS OPERATION OF THE AIRCRAFT WITH EXCESSIVE GROSS WEIGHT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 851 7/11/89 LOGANSPO, IN A/C Reg. No. N64087 Time (Lcl) - 1833 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					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	MONROE, MI	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOGANSPO, IN	Runway Ident - N/A
Wind Dir/Speed- 360/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- HAZE		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 5000
SE LAND	Months Since - 20	Make/Model- 4000
	Aircraft Type - C-172	Instrument- 230
		Multi-Eng - 200
		Last 24 Hrs - 3
		Last 30 Days- 6
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE ENCOUNTERED MARGINAL WX WITH THUNDERSTORMS (TSTMS) & DIVERTED TO PERU, INDIANA; HOWEVER, THUNDERSTORMS WERE THERE AS WELL. HE CONTACTED GRISSOM APCH CONTROL. AFTER SOME DIFFICULTY WITH RADIO RECEPTION, HE OBTAINED VECTORS TO DIVERT TO LOGANSPO, INDIANA, BUT BY THAT TIME, HE WAS SURROUNDED BY TSTMS. AT AN ALT OF 2500', HE ENCTRD HVY RAIN WITH NO FWD VIS. HE RPRTD THAT HE FLEW INTO A TSTM & ENCTRD SEVERE TURBC. HE STATED THAT "THE GYROS TUMBLED," & HE THOUGHT THE ACFT WAS SPINNING, THEN THE ACFT EXITED THE STORM INVERTED, AT AN ALT OF ABOUT 400'. HE RECOVERED FROM THE UNUSUAL ATTITUDE & ELECTED TO LAND. DRG THE LANDING, THE LEFT WING TIP CONTACTED THE GROUND & THE ACFT WAS DAMAGED AS IT SKIDDED TO A STOP. POLICE & MEDICAL PSNL NOTED THE ODOR OF ALCOHOL COMING FROM THE PLT'S BREATH. A SAMPLE OF BLOOD WAS DRAWN FROM THE PLT APRX 3-3/4 HRS AFTER THE ACDNT. A TOXICOLOGY CHECK OF THE SAMPLE SHOWED THE PLT HAD A BLOOD/ALCOHOL LVL OF 0.16%. HE WAS DENIED A MED CERT AFTER HEART SURGERY IN 1975.

Brief of Accident (Continued)

File No. - 851

7/11/89

LOGANSPOUT, IN

A/C Reg. No. N64087

Time (Lcl) - 1833 EDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. WEATHER CONDITION - THUNDERSTORM
4. FLIGHT TO ALTERNATE DESTINATION - ATTEMPTED -
5. WEATHER CONDITION - CLOUDS
6. WEATHER CONDITION - LOW CEILING
7. WEATHER CONDITION - RAIN
8. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
9. FLIGHT INTO KNOWN ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND
10. SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

11. PRECAUTIONARY LANDING - PERFORMED -
12. AIRCRAFT CONTROL - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
POOR JUDGEMENT OF THE PILOT DUE TO PHYSICAL IMPAIRMENT FROM CONSUMPTION OF ALCOHOL, HIS INADVERTENT FLIGHT INTO KNOWN
ADVERSE WEATHER, AND HIS INADEQUATE CONTROL OF THE AIRCRAFT DURING A PRECAUTIONARY LANDING. CONTRIBUTING FACTORS WERE:
THE WEATHER CONDITIONS AND THE PILOT BECOMING SPATIALLY DISORIENTED.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 882 8/05/89 VINCENNES, IN A/C Reg. No. N736JM Time (Lcl) - 1000 CDT

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

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

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

Make/Model - CESSNA R172K	Eng Make/Model - CONTINENTAL IO-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	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-----

<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- 250/007 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 5500 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 WASHINGTON, IN</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>O'NEAL</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 3450/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 76</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1030</p> <p>Make/Model- 200</p> <p>Instrument- 3</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 28</p> <p>Last 90 Days- 28</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD HE MISREAD THE WIND SOCK WHEN HE ENTERED THE TRAFFIC PATTERN TO LAND. SUBSEQUENTLY, HE LANDED ON A WET/SOD RWY WITH A SLIGHT TAILWIND. ALSO, HE RPRTD THE ACFT WAS HIGH & FAST ON FINAL APCH. AFTER LANDING, HE APPLIED BRAKES, BUT WAS UNABLE TO STOP ON THE RWY. SUBSEQUENTLY, THE ACFT WENT OFF THE RWY, HIT A DITCH & NOSED OVER. DRG AN INVESTIGATION, MAINWHEEL TIRE MARKS WERE FOUND ON THE RWY, BEGINNING AT MIDFIELD, WHICH CONTINUED TO WHERE THE ACFT WENT OFF THE DEPARTURE END OF THE RWY & NOSED OVER.

Brief of Accident (Continued)

File No. - 882

8/05/89

VINCENNES, IN

A/C Reg. No. N736JM

Time (Lcl) - 1000 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WIND INFORMATION - MISREAD - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED -
6. DISTANCE - MISJUDGED - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

8. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - GRASS
9. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT HAD EXCESSIVE AIRSPEED, MISJUDGED THE LANDING DISTANCE, AND DID NOT GO AROUND. CONTRIBUTING FACTORS WERE:
THE PILOT MISREAD WIND INFORMATION AND SELECTED THE WRONG RUNWAY. ALSO, THE TAILWIND AND DITCH WERE CONSIDERED TO
BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 853 8/15/89 LAKE VILLAGE, IN A/C Reg. No. N2484L Time (Lcl) - 1800 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/010 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKE VILLAGE, IN
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 50

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - C-172

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	-	460	Last 24 Hrs -	0
Make/Model-	335	Last 30 Days-	0	
Instrument-	7	Last 90 Days-	0	

Instrument Rating(s) - NONE

-----Narrative-----

AFTER AN ANNUAL INSPN, THE ACFT WAS FLOWN ON A TEST FLT. THE PLT RPRTD THAT DRG THE PREFLT, HE "DRAINED A SMALL AMOUNT OF FUEL ON CONCRETE." AFTER TAKEOFF, HE FLEW WEST OF THE ARPT & WAS CIRCLING AT AN ALT OF APRX 1200 FT, WHEN A PARTIAL LOSS OF ENG POWER OCCURRED. FEARING THE ENG WOULD LOSE ALL POWER, HE ELECTED TO LAND IN AN OPEN FIELD THAT HAD RECENTLY BEEN CULTIVATED. WHILE LNDG, THE NOSEWHEEL DUG INTO SOFT TERRAIN & THE ACFT NOSED OVER. DRG AN INVESTIGATION, 28 OUNCES OF WATER WAS FOUND IN THE GASCOLATOR & AN UNSPECIFIED AMOUNT OF WATER WAS DRAINED FROM THE LEFT FUEL TANK. THE ENG RAN NORMALLY DRG AN OPERATIONAL CHECK AFTER THE ACDNT. THE PLT'S LAST MED CERT WAS DATED 3/5/87.

Brief of Accident (Continued)

File No. - 853

8/15/89

LAKE VILLAGE, IN

A/C Reg. No. N2484L

Time (Lc1) - 1800 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FUEL SYSTEM - CONTAMINATION
 3. FLUID, FUEL - WATER
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
 5. TERRAIN CONDITION - SOFT
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
WATER CONTAMINATION IN THE FUEL/FUEL SYSTEM AND INADEQUATE PREFLIGHT BY THE PILOT. SOFT TERRAIN IN THE EMERGENCY
LANDING AREA WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 970 3/09/89 COVINGTON,KY A/C Reg. No. N3281T Time (Lcl) - 0617 EST

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

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

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

Make/Model	- BEECH BE-18	Eng Make/Model	- P&W PT6A-20	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9300	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 550 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 010/005 KTS	CINCINNATI	
Visibility	- 3.000 SM	Runway Ident	- 18
Lowest Sky/Clouds	- CLEAR	Runway Lth/Wid	- 9501/ 150
Lowest Ceiling	- NONE	Runway Surface	- CONCRETE
Obstructions to Vision	- FOG	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 10560	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 11	Make/Model - 15	Last 30 Days - 12
	Aircraft Type - BE-18S	Instrument - 2200	Last 90 Days - 15
		Multi-Eng - 5700	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N3281T WAS ATTEMPTING AN INSTRUMENT DEPARTURE WHEN IT CRASHED LEFT OF THE EXTENDED CENTER LINE OF RUNWAY 18. THE FLIGHT WAS OBSERVED CLIMBING THROUGH 200 FEET PRIOR TO DESCENDING TO THE GROUND. PRIOR TO TAXIING TO TAKEOFF THE PILOT FAILED TO DEICE THE AIRFRAME. AIRPLANES ON THE PARKING RAMP AROUND N3281T DEICED PRIOR TO TAKEOFF. WEATHER REPORTS INDICATED THAT TEMP/DEW POINT WERE 26 AND 23 DEGREES RESPECTIVELY. THE SURFACE OBSERVATION ALSO REPORTED FOG AS A RESTRICTION TO VISIBILITY. ACCORDING TO THE AIRPLANE'S HANDBOOK THAT TESTS PROVE THAT A COAT OF FROST ON A WING CAN DESTROY ITS LIFT.

Brief of Accident (Continued)

File No. - 970

3/09/89

COVINGTON, KY

A/C Reg. No. N3281T

Time (Lcl) - 0617 EST

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

Finding(s)

1. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
2. FLIGHT CONTROL SURFACES/ATTACHMENTS - ICE
3. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - GROUND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT ATTEMPTED A TAKEOFF WITH COATING OF FROST ON THE AIRFRAME WHICH RESULTED IN A LOSS OF LIFT DURING CLIMBOUT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 948 3/12/89 NEW ORLEANS, LA A/C Reg. No. N8369K Time (Lcl) - 1117 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	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-D
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 - IMC
Wind Dir/Speed- 320/008 KTS
Visibility - .125 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NEW ORLEANS, LA
Destination
JENNINGS, LA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LAKEFRONT
Runway Ident - 36R
Runway Lth/Wid - 3699/ 75
Runway Surface - ASPHALT
Runway Status - WET

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

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

Age - 63
Biennial Flight Review
Current - UNK/NR
Months Since - 3
Aircraft Type - UNK/NR

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

Total	- 400	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER TAKEOFF FROM RUNWAY 36 RIGHT, THE PILOT WAS INSTRUCTED BY ATC TO TURN LEFT TO 320 DEGS, WHICH THE PILOT ACKNOWLEDGED. HE WAS THEN TOLD TO CONTACT DEPARTURE CONTROL, WHICH HE ACKNOWLEDGED. HE WAS CALLING DEPARTURE CONTROL WHEN THE AIRCRAFT COLLIDED WITH THE WATER APPROXIMATELY 4,000' FEET BEYOND THE DEPARTURE END OF THE RUNWAY. THE WEATHER AT THE TIME WAS INDEFINATE, SKY OBSCURED, 1/8 MILE VISIBILITY IN FOG. NO AIRCRAFT FAILURES OR MALFUNCTIONS WERE FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 948

3/12/89

NEW ORLEANS, LA

A/C Reg. No. N8369K

Time (Lc1) - 1117 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT

Finding(s)

1. TERRAIN CONDITION - WATER
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - OBSCURATION
4. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
5. DIVERTED ATTENTION - PILOT IN COMMAND
6. IFR PROCEDURE - POOR - PILOT IN COMMAND
7. DESCENT - INADVERTENT - PILOT IN COMMAND
8. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT DIVERTING HIS ATTENTION FROM FLYING THE AIRCRAFT WHILE COMPLYING WITH THE DEPARTURE CONTROL INSTRUCTIONS,
AND ALLOWING THE AIRCRAFT TO DESCEND INTO THE WATER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 996 5/03/89 NEW IBERIA, LA A/C Reg. No. N90619 Time (Lcl) - 1901 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
1
0

Injuries
Serious Minor
0 0
0 0

None
0
0

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

Make/Model - SMITH AEROSTAR 601
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5700
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-F1A5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 160/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 15000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LORAIN-ELYRIA, OH

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ACADIANA REGIONAL
Runway Ident - 16
Runway Lth/Wid - 8002/ 200
Runway Surface - CONCRETE
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 53

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	5079	Last 24 Hrs	-	UNK/NR
Make/Model-		1956	Last 30 Days-		46
Instrument-		490	Last 90 Days-		73
Multi-Eng -		3715	Rotorcraft -		UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES SAW THE AIRPLANE DEPART AND LAST SAW AND HEARD IT WITH THE LANDING GEAR DOWN AND BOTH ENGINES RUNNING AT WHAT THEY CALLED NORMAL TAKEOFF POWER. EVIDENCE INDICATED THAT THE AIRPLANE THEN MADE A SHARP LEFT TURN AND DESCENDED TO THE GROUND, LEFT WING FIRST. EVIDENCE INDICATED THAT THE RIGHT ENGINE WAS DEVELOPING HIGH POWER WHILE THE LEFT ENGINE WAS DEVELOPING SOMEWHAT LESS THAN TAKEOFF POWER. TEARDOWN OF THE LEFT ENGINE REVEALED METAL EROSION ON THE TOP EDGES OF THE PISTONS WITH NO CORRESPONDING MARKS ON THE CYLINDER WALLS. SOME OF THIS EROSION WAS FROM PREVIOUS OPERATION AND SOME WAS FROM VERY RECENT OPERATION. THERE WAS NO TEARDOWN OF THE RIGHT ENGINE. OTHER THAN THE EROSION OF THE PISTONS, NOTHING WAS FOUND TO INDICATE ANY PREIMPACT PROBLEMS WITH THE AIRFRAME OR POWERPLANTS.

Brief of Accident (Continued)

File No. - 996

5/03/89

NEW IBERIA, LA

A/C Reg. No. N90619

Time (Lcl) - 1901 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, PISTON - ERODED
 2. ENGINE INSTRUMENTS, MANIFOLD PRESSURE GAGE -
 3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
 4. DIVERTED ATTENTION - PILOT IN COMMAND
 5. PROPER CLIMB RATE - 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 FAILED TO MAINTAIN A PROPER CLIMB IMMEDIATELY AFTER TAKEOFF. CONTRIBUTING TO THE ACCIDENT WAS EXCESSIVE
MANIFOLD PRESSURE INDICATIONS FOR THE LEFT ENGINE. THE PILOT'S DIVERTED ATTENTION IN DEALING WITH THAT CONDITION
MOST PROBABLY RESULTED IN THE LOSS OF CONTROL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 833 6/15/89 MORSE,LA A/C Reg. No. N8916H Time (Lcl) - 1630 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire
NONE

Accident Occurred During -LANDING

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

Make/Model - GRUMMAN-SCHWEIZER G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6075

No. of Seats - 1

Eng Make/Model - P&W R-1340-AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

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 - 35

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4133

Make/Model- 1635

Instrument- 36

Last 24 Hrs - 1

Last 30 Days- 168

Last 90 Days- 410

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AG ACFT WAS DEPARTING A PVT STRIP WITH A LOAD OF CHEMICALS. AS IT WAS CLIMBING THRU APRX 100' AGL, THE PLT STARTED TO REDUCE POWER, THEN THE ENG LOST ALL POWER. THE PLT DUMPED THE CHEMICAL LOAD & MADE A FORCED LANDING IN A BEAN FIELD. DURING THE LANDING ROLL, THE WHEELS ENCOUNTERED SOFT TERRAIN & THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED ONLY A MINOR CRACK ON THE #5 CYLINDER, NEAR THE FRONT SPARK PLUG HOLE. NO REASON FOR THE RPRTD POWER LOSS COULD BE FOUND.

Brief of Accident (Continued)

File No. - 833

6/15/89

MORSE, LA

A/C Reg. No. N8916H

Time (Lcl) - 1630 CDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
LOSS OF ENGINE POWER FOR AN UNDETERMINED REASON. THE SOFT TERRAIN WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 939 8/30/89 GRAND CHENIER, LA A/C Reg. No. N4423Z Time (Lcl) - 1225 CDT

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

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

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2B	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 - 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	GRAND CHENIER, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 960
SE LAND	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- 760
		Last 30 Days- 23
		Instrument- 72
		Last 90 Days- 55
		Multi-Eng - 1
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PUBLIC AIRCRAFT WAS FLYING AT 500 AGL, DURING AN AERIAL SURVEY, WHEN THE ENGINE QUIT. WHEN POWER COULD NOT BE RESTORED, THE PILOT MADE A FORCED LANDING ALONGSIDE A CANAL AND THE AIRPLANE NOSED OVER TO THE INVERTED POSITION. FUEL WAS FOUND IN THE FUEL SYSTEM AND IN THE ENGINE. THE ENGINE WAS RUN AND OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 939

8/30/89

GRAND CHENIER, LA

A/C Reg. No. N4423Z

Time (Lcl) - 1225 CDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

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:
LOSS OF ENGINE POWER FOR UNDETERMINED REASONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 913 5/19/89 INDIAN HEAD, MD A/C Reg. No. N85715 Time (Lcl) - 1000 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries

Type of Operation -INSTRUCTIONAL

Fire

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

NONE

Crew

0

0

0

1

Accident Occurred During -LANDING

Pass

0

0

0

0

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

Make/Model - AERONCA 7AC

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 - 1220

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 65 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Itinerary

Last Departure Point

Airport Proximity

ON AIRPORT

Method - N/A

Completeness - N/A

SAME AS ACC/INC

Destination

Airport Data

Basic Weather - VMC

SAME AS ACC/INC

Wind Dir/Speed- 150/004 KTS

ATC/Airspace

MARYLAND

Visibility - 5.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Type of Flight Plan - NONE

Runway Ident - 17

Lowest Ceiling - NONE

Type of Clearance - NONE

Runway Lth/Wid - 3000/ 50

Obstructions to Vision- NONE

Type Apch/Lndg - TRAFFIC PATTERN

Runway Surface - ASPHALT

Precipitation - NONE

Condition of Light - DAYLIGHT

Runway Status - DRY

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

Pilot-In-Command

Age - 22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

STUDENT

Current - N/A

Total - 18

Last 24 Hrs - UNK/NR

Months Since - N/A

Make/Model- 18

Last 30 Days- UNK/NR

Aircraft Type - N/A

Instrument- 0

Last 90 Days- 18

Multi-Eng - 0

Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS FOURTH SOLO FLIGHT, AND HIS FOURTH FLIGHT OF THE DAY. THE ACFT BOUNCED DURING LANDING AND AS THE PLT TRIED TO RECOVER, HE LOST DIRECTIONAL CONTROL. THE ACFT WENT OFF THE RIGHT SIDE OF THE RUNWAY AND COLLIDED WITH A PARKED PA-28-140. THE PLT REPORTED NO MECHANICAL MALFUNCTION OR FAILURE OF THE ACFT.

Brief of Accident (Continued)

File No. - 913

5/19/89

INDIAN HEAD, MD

A/C Reg. No. N85715

Time (Lc1) - 1000 EDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

2. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - AIRCRAFT PARKED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT FAILED TO MAINTAINED DIRECTIONAL CONTROL DURING RECOVERY FROM A HARD LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 938 5/28/89 CHURCHVILLE, MD A/C Reg. No. N1124S Time (Lcl) - 1930 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 -DESCENT					

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

Make/Model - SCHWEIZER I-26E	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - N/A	Stall Warning System - UNK/NR
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	CHURCHVILLE, MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 315/015 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 - FULL STOP	
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 - 1377
SE LAND	Months Since - 12	Make/Model- 7
	Aircraft Type - 225	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER SOARING FOR APRX 45 MINUTES THE STUDENT GLIDER PLT REALIZED THAT HE COULD NOT OBTAIN ENOUGH LIFT TO RETURN TO THE ARPT. HE SELECTED AN OPEN FIELD TO LAND IN. A WITNESS STATED THAT IT WAS OBVIOUS THE PLT WOULD NOT BE ABLE TO CLEAR OBSTACLES PRIOR TO REACHING THE FIELD. HE STATED THAT THE GLIDER WAS DESCENDING TOWARD THE FIELD AND THE RIGHT WING DROPPED SLIGHTLY. THE GLIDER THEN FLIPPED SHARPLY TO THE RIGHT, IMPACTED THE GROUND AND CARTWHEELED.

Brief of Accident (Continued)

File No. - 938

5/28/89

CHURCHVILLE, MD

A/C Reg. No. N1124S

Time (Lc1) - 1930 EDT

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

Finding(s)

1. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. AIRCRAFT HANDLING - 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 MAINTAIN ADEQUATE AIRSPEED DURING THE TURN FROM BASE TO FINAL APPROACH WHICH RESULTED IN THE
WING CONTACTING THE GROUND AND THE GLIDER CARTWHEELING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 856 6/19/89 OCEAN CITY, MD A/C Reg. No. N9520X Time (Lcl) - 1335 EDT

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

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

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

Make/Model - CESSNA 210A	Eng Make/Model - CONTINENTAL IO-470-E	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 - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	CALDWELL, NJ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	OCEAN CITY
Wind Dir/Speed- 100/005 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4070/ 75
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 73	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4000
SE LAND	Months Since - 4	Make/Model- 475
	Aircraft Type - C-210A	Instrument- 159
		Multi-Eng - UNK/NR
		Last 24 Hrs - 6
		Last 30 Days- 14
		Last 90 Days- 35
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DRG AN APCH TO LAND, HIS SPEED WAS 90 MPH RATHER THAN THE 75 TO 80 MPH THAT HE NORMALLY USED. HE USED FULL FLAPS ON THE APCH & LANDED ABOUT 1/3 OF THE WAY DOWN THE RWY. DRG TOUCHDOWN, THE ACFT BOUNCED & THE PLT USED POWER TO RECOVER. HE CONTINUED THE LANDING, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. THE ACFT CONTINUED OFF THE END & WENT DOWN A SLOPE WHERE IT STRUCK A LOCALIZER TRANSMITTER. NO MECHANICAL MALFUNCTION OF THE ACFT WAS RPRTD.

Brief of Accident (Continued)

File No. - 856

6/19/89

OCEAN CITY, MD

A/C Reg. No. N9520X

Time (Lc1) - 1335 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - AIRPORT FACILITY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO GO AROUND AFTER LANDING LONG & RECOVERING FROM A BOUNCED LANDING. CONTRIBUTING FACTORS WERE:
THE PILOT'S EXCESSIVE AIRSPEED ON THE APCH, HIS IMPROPER FLARE FOR THE LANDING, HIS FAILURE TO ATTAIN THE PROPER
TOUCHDOWN POINT, AND THE AIRPORT FACILITY (LOCALIZER TRANSMITTER) BEYOND THE END OF THE RUNWAY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 926 7/01/89 FRUITLAND, MD A/C Reg. No. N6760D Time (Lcl) - 2310 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - BELL 47J
Landing Gear - SKID
Max Gross Wt - 2850
No. of Seats - 4

Eng Make/Model - LYCOMING VO-435-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SALISBURY, MD
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 - FULL STOP

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - BELL 47

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4000
Last 24 Hrs - 2
Make/Model- 2500
Last 30 Days- 13
Instrument- UNK/NR
Last 90 Days- 15
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INITIALLY LANDED AT AN ARPT TO OBTAIN FUEL; HOWEVER, THE PUMPS HAD BEEN CLOSED DOWN FOR THE NIGHT & FUEL WAS NOT AVAILABLE. HE DEPARTED THE ARPT & ELECTED TO LAND AT A CONVENIENCE STORE WHICH HAD FUEL PUMPS. DRG A LANDING AT NIGHT, THE HELICOPTER CONTACTED THE WOODEN FRAMED CANOPY STRUCTURE WHICH COVERED THE FUEL PUMPS. SUBSEQUENTLY, THE PLT LOST CONTROL OF THE HELICOPTER & IT DESCENDED & IMPACTED THE PAVEMENT. ABOUT 1 HR AFTER THE ACDNT, THE STATE POLICE ADMINISTERED A BREATHALYZER TEST, WHICH SHOWED THE PLT HAD AN ALCOHOL LEVEL OF APRX 0.13%.

Brief of Accident (Continued)

File No. - 926

7/01/89

FRUITLAND,MD

A/C Reg. No. N6760D

Time (Lc1) - 2310 EDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
 4. OBJECT - OTHER
 5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
POOR JUDGEMENT OF THE PILOT BY FLYING, WHILE PHYSICALLY IMPAIRED BY ALCOHOL, AND HIS MISJUDGEMENT OF CLEARANCE
BETWEEN THE HELICOPTER AND THE STRUCTURE. THE DARK NIGHT AND OBJECT (STRUCTURE) WERE CONSIDERED TO BE CONTRIBUTING
FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 952 2/01/89 KENNEBUNK, ME A/C Reg. No. N67561 Time (Lcl) - 1125 EST

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

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

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

Make/Model - BEECH A-36	Eng Make/Model - CONTINENTAL IO-520-BB15	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 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	PORTLAND, ME	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BOSTON, MA	
Wind Dir/Speed- UNK/NR	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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4550
SE LAND, ME LAND	Months Since - 7	Last 24 Hrs - UNK/NR
	Aircraft Type - BE-90	Make/Model- 2010
		Instrument- 550
		Last 30 Days- 17
		Last 90 Days- 62
		Multi-Eng - 525

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF WHILE IN CRUISE AT 3,000 FEET A LOSS OF ENG POWER WAS EXPERIENCED. AN OFF AIRPORT FORCED LANDING WAS ATTEMPTED DURING WHICH THE ACFT CONTACTED TREES. THE ENG WAS TEST RUN SATISFACTORILY DURING POST ACCIDENT EXAM. THE FUEL SELECTOR WAS FOUND BETWEEN THE TWO TANK POSITIONS (FUEL WOULD NOT FLOW IN THIS POSITION), THE AUX BOOST PUMP WAS OFF AND FUEL WAS PRESENT IN BOTH TANKS. IN ADDITION, A WITNESS INDICATED THAT THE PILOT DID NOT CONDUCT A PREFLIGHT EXAM OF THE ACFT PRIOR TO TAKEOFF.

Brief of Accident (Continued)

File No. - 952

2/01/89

KENNEBUNK, ME

A/C Reg. No. N67561

Time (Lcl) - 1125 EST

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
 3. FUEL BOOST PUMP SELECTOR POSITION - NOT USED - PILOT IN COMMAND
 4. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - 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. 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 ASSURE THE FUEL SELECTOR WAS PROPERLY POSITIONED WHICH RESULTED IN FUEL STARVATION AND THE
SUBSEQUENT FORCED LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 891 5/14/89 BIG RAPIDS,MI A/C Reg. No. N163MH Time (Lcl) - 1300 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	4
Accident Occurred During -LANDING					

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

Make/Model - AVIONS MAX HOLSTE MH 1521	Eng Make/Model - P&W R-985-AN1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5952	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	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	ZEELAND,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ROBEN-HOOD
Wind Dir/Speed- VARIABLE/008 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2600 FT BROKEN	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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 497
SE LAND	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - M20B	Make/Model- 39
		Last 30 Days- 14
		Instrument- 2
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING THE LANDING ROLL-OUT, THE AIRCRAFT ENCOUNTERED A GUST OF WIND THAT BLEW THE TAIL TO THE LEFT. HE TRIED TO CORRECT THE SITUATION BY APPLYING LEFT BRAKE, BUT THE AIRCRAFT GROUND LOOPED AND THE LEFT MAIN GEAR & LEFT WING WERE DAMAGED. THE PILOT REPORTED THE WIND DIRECTION WAS "UNSTEADY." ABOUT 90 MILES SOUTHWEST AT MUSKEGON, MICHIGAN, THE 1250 EDT WIND WAS FROM 270 DEG AT 8 KTS.

Brief of Accident (Continued)

File No. - 891

5/14/89

BIG RAPIDS, MI

A/C Reg. No. N163MH

Time (Lcl) - 1300 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

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

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE COMPENSATION FOR WIND CONDITIONS BY THE PILOT AND HIS FAILURE TO MAINTAIN DIRECTIONAL CONTROL. THE
THE VARIABLE/GUSTY/CROSSWIND CONDITION WAS CONSIDERED TO BE A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 919 6/11/89 NEW ERA,MI A/C Reg. No. N35561 Time (Lc1) - 2115 EDT

-----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	2	0	0
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 172I	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 AIRSTRIP
Method - N/A	FREMONT,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LANKFER'S
Wind Dir/Speed- CALM		Runway Ident - 27
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 2600/ 100
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 30000 FT OVERCAST	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FULL STOP	
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)
PRIVATE	Current - YES	Total - 147
SE LAND	Months Since - 5	Make/Model- 114
	Aircraft Type - C-172I	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 3
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING TO LAND ON THE VERY END OF A PVT GRASS STRIP TO AVOID ROUGH TERRAIN IN THE MIDDLE PORTION OF STRIP. A DIRT ROAD WITH 12 INCH BERM ABUTS APPROACH END OF RWY USED. THE PLT TOUCHED DOWN IN OPEN FIELD SHORT OF ROAD AND RWY, HIT BERM ON ROLLOUT, SHEARED NOSE GEAR AND FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 919

6/11/89

NEW ERA,MI

A/C Reg. No. N35561

Time (Lc1) - 2115 EDT

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

Finding(s)

1. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - BERM
-

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 MISJUDGEMENT OF THE PROPER TOUCHDOWN POINT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 846 6/18/89 PORT HURON, MI A/C Reg. No. N8752S Time (Lcl) - 1530 EDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 260/006 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 3500 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point PONTIAC, MI</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>ST CLAIR COUNTY</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 5105/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 60</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 102</p> <p>Make/Model- 97</p> <p>Instrument- 1</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 11</p> <p>Last 90 Days- 13</p>
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Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A WITNESS, THE STUDENT PLT WAS ON AN APCH TO LAND & WAS FOLLOWING A JUNKER JU-52 (A GERMAN, WORLD WAR II, TRI-MOTOR, TRANSPORT PLANE). THE WITNESS ESTIMATED THE STUDENT'S ACFT (A CESSNA 150) WAS APRX 1/4 MI BEHIND THE JU-52. THE JU-52 TOUCHED DOWN ON THE FIRST 1/3 OF THE RWY. AS THE CESSNA WAS ABOUT TO LAND, IT WAS AT APRX 20 TO 50 FT AGL, WHEN IT BANKED RAPIDLY FROM SIDE TO SIDE, THE NOSE PITCHED, & THEN THE PLANE CRASHED. THE STUDENT'S INSTRUCTOR & SOME WITNESSES SUSPECTED THE CESSNA HAD ENCOUNTERED WAKE TURBULENCE FROM THE JU-52.

Brief of Accident (Continued)

File No. - 846

6/18/89

PORT HURON, MI

A/C Reg. No. N8752S

Time (Lcl) - 1530 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WAKE TURBULENCE - ENCOUNTERED - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER IN-FLIGHT PLANNING/DECISION BY THE STUDENT PILOT AND HIS INADVERTENT ENCOUNTER WITH WAKE TURBULENCE FROM THE
TRANSPORT AIRCRAFT. THE STUDENT'S LACK OF TOTAL EXPERIENCE WAS CONSIDERED A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 852 7/02/89 TECUMSEH, MI A/C Reg. No. N3939D Time (Lcl) - 1349 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

4

Accident Occurred During -LANDING

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

Make/Model - CESSNA 182A

Eng Make/Model - CONTINENTAL O-470-L

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2650

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 230 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 160/008 KTS

Visibility - 4.000 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

AL MEYERS

Runway Ident - 18

Runway Lth/Wid - 2680/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Age - 27

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 351

Last 24 Hrs - 7

SE LAND, ME LAND

Months Since - 5

Make/Model- 86

Last 30 Days- 64

Aircraft Type - BE-76

Instrument- 45

Last 90 Days- 87

Multi-Eng - 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THE ENG SUDDENLY LOST POWER AS THE ACFT WAS CLIMBING THRU AN ESTD ALT OF 685 FT AFTER TAKEOFF. HE STATED HE FOLLOWED THE EMERGENCY CHECKLIST (INCLUDING THE USE OF CARB HEAT), BUT THE ENG WOULD NOT RESTART. DRG AN EMERGENCY LANDING, THE ACFT HIT AN EMBANKMENT & NOSED OVER. FERROUS & NON-FERROUS METALLIC MATERIAL WAS FOUND IN THE ENG OIL SCREEN, BUT A TEARDOWN OF THE ENG FAILED TO REVEAL ANY MECHANICAL PROBLEM. THE TEMP & DEW POINT WERE 83 & 69 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, CARB ICING WAS POSSIBLE AT GLIDE POWER, BUT ICING WOULD NOT HAVE ACCUMULATED AT RATED POWER. THE PLT NOTED THAT BEFORE THE FLT, HE DRAINED FUEL FROM EACH OF THE SUMPS, USING A SUMP DRAIN INSPN CUP, UNTIL HE WAS SATISFIED THERE WAS NO WATER OR OTHER CONTAMINATES VISIBLE IN THE FUEL SAMPLES.

Brief of Accident (Continued)

File No. - 852

7/02/89

TECUMSEH,MI

A/C Reg. No. N3939D

Time (Lcl) - 1349 EDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - DIRT BANK

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
LOSS OF ENGINE POWER FOR AN UNDETERMINED REASON. THE EMBANKMENT (DIRT BANK) WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 923 7/03/89 GLADWIN,MI A/C Reg. No. N7093K Time (Lcl) - 1020 EDT

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

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

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

Make/Model - PIPER PA-20	Eng Make/Model - LYCOMING O-290-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 125 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point GLADWIN,MI	
Method - N/A	Destination GLADWN,MI	Airport Data
Completeness - N/A		SUGAR SPRINGS
Basic Weather - VMC		Runway Ident - 09
Wind Dir/Speed- 230/008 KTS	ATC/Airspace	Runway Lth/Wid - 3000/ 90
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3800
SE LAND,ME LAND	Months Since - 12	Make/Model- 50
	Aircraft Type - C-150	Instrument- 0
		Multi-Eng - 70
		Last 24 Hrs - 1
		Last 30 Days- 38
		Last 90 Days- 103

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLLOUT AFTER A "NORMAL" LANDING, THE AIRCRAFT BEGAN A GRADUAL TURN TO THE LEFT, WHICH CONTINUED UNTIL THE AIRCRAFT DEPARTED THE LEFT SIDE OF THE RUNWAY, WHERE IT COLLIDED WITH A DITCH AND NOSED OVER ONTO IT'S BACK. EXAMINATION OF THE AIRCRAFT REVEALED THAT THE TAIL WHEEL WAS "BENT...(TIPPED) TO THE LEFT AND CASTER TOWARDS THE RIGHT. THE...ANGLE OF THE TAIL WHEEL WAS DETERMINED TO BE...THE SAME ANGLE AS THE GROUND TRACK OF THE LANDING ROLLOUT." A WORN AREA WAS NOTED IN THE TAIL GEAR CASTING WHICH APPEARED TO CORRESPOND TO THE ANGLE OF THE TAIL WHEEL. THE MOST RECENT ANNUAL INSPECTION OCCURRED ON JUNE 28, 1989; NO TAIL WHEEL ABNORMALITIES WERE NOTED AT ANNUAL. THE PILOT IN THE LEFT SEAT FAILED TO USE BRAKES PROPERLY TO CORRECT THE LEFT TURN. THE FLIGHT INSTRUCTOR IN THE RIGHT SEAT DID NOT HAVE ACCESS TO BRAKES.

Brief of Accident (Continued)

File No. - 923

7/03/89

GLADWIN,MI

A/C Reg. No. N7093K

Time (Lcl) - 1020 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL - BENT
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND(CFI)
3. LANDING GEAR, TAILWHEEL ASSEMBLY - WORN
4. BRAKES(NORMAL) - UNAVAILABLE - PILOT IN COMMAND(CFI)
5. BRAKES(NORMAL) - NOT USED - DUAL STUDENT

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

Finding(s)

6. 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:
FAILURE OF THE PILOT SEATED IN THE LEFT SEAT OF THE AIRPLANE TO USE BRAKES TO CORRECT FOR A LEFT TURN CAUSED BY A
BENT TAIL WHEEL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 920 8/19/89 HOWELL, MI

A/C Reg. No. N33N

Time (Lcl) - 1820 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	3

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

Make/Model - CESSNA T-337D
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4300
No. of Seats - 5

Eng Make/Model - CONTINENTAL TS10-360-A/B
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 180/009 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FREEMONT, MI
Destination
PONTIAC, 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)

COMMERCIAL,CFI
SE LAND,ME LAND

Age - 51

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4600	Last 24 Hrs	- 1
Make/Model	- 51	Last 30 Days	- 4
Instrument	- UNK/NR	Last 90 Days	- 8
Multi-Eng	- 750	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING NORMAL CRUISE, THE ENGINES LOST POWER DUE TO FUEL EXHAUSTION. DURING THE LANDING ROLL, AFTER A FORCED LANDING IN A ROUGH/UNEVEN FIELD, THE NOSE GEAR COLLAPSED. SUBSEQUENT INVESTIGATION REVEALED THAT THE FUEL GAGES ON THE MAIN TANKS READ 1/4 FULL AFTER THE FUEL EXHAUSTION. EXAMINATION OF THE MAIN FUEL TANKS REVEALED ONLY UNUSABLE FUEL REMAINED.

Brief of Accident (Continued)

File No. - 920

8/19/89

HOWELL,MI

A/C Reg. No. N33N

Time (Lcl) - 1820 EDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INCORRECT
5. MAINTENANCE,CALIBRATION - NOT PERFORMED - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S POOR PREFLIGHT PLANNING AND INACCURATE FUEL CONSUMPTION CALCULATIONS. CONTRIBUTING FACTOR WAS
MAINTENANCE PERSONNEL'S NOT PERFORMING CORRECT CALIBRATION OF FUEL GAGES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 963 1/21/89 LUXEMBURG,MN A/C Reg. No. N7596E Time (Lcl) - 1315 CST

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

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

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

Make/Model - CHAMPION 7EC	Eng Make/Model - CONTINENTAL C-90-12F	ELT Installed/Activated - YES/YES
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 - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SNOW - CRUSTED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1444
SE LAND, SE SEA	Months Since - 4	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-----

WITNESSES REPORTED SEEING THE AIRCRAFT CIRCLING AT A VERY LOW ALTITUDE PRIOR TO IT DESCENDING RAPIDLY TO COLLISION WITH THE TERRAIN. INVESTIGATION REVEALED THE PILOT HAD EXCEEDED WEIGHT AND BALANCE PARAMETERS IN THAT THE AIRCRAFT WAS OVER THE ALLOWABLE TAKEOFF WEIGHT AND EXCEEDED THE AFT CENTER OF GRAVITY LIMITS.

Brief of Accident (Continued)

File No. - 963

1/21/89

LUXEMBURG,MN

A/C Reg. No. N7596E

Time (Lcl) - 1315 CST

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

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 2. STALL - PERFORMED - PILOT IN COMMAND
 3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT FAILED TO MAINTAIN ADEQUATE AIRSPEED WHICH RESULTED IN A STALL AND LOSS OF AIRCRAFT CONTROL. THE PILOT'S
FAILURE TO OBSERVE WEIGHT AND BALANCE LIMITATIONS OF THE AIRCRAFT WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 969 5/10/89 COTTAGE GROVE, MN A/C Reg. No. N5357Q Time (Lcl) - 2050 CDT

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

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

-----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	ST PAUL, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 120/008 KTS	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 - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 750
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE PLT & AN ACQUAINTANCE TOOK OFF ON A LOCAL FLT, WITNESSES OBSERVED THE ACFT FLYING LOW OVER THE MISSISSIPPI RIVER. ACCORDING TO A WITNESS, THE ACFT'S WHEELS TOUCHED THE WATER AT ONE POINT. THE ACFT WAS THEN OBSERVED TO CLIMB & BEGIN CIRCLING A CHEMICAL PLANT, NEAR THE RIVER, WHERE PRODUCTION LIGHTING WAS BEING USED TO FILM A DOCUMENTARY AT DUSK. SUBSEQUENTLY, THE ACFT ENTERED A NOSE LOW ATTITUDE & CRASHED IN A NEARBY WOODED AREA ON THE RIVER BLUFF. A SHORT TIME AFTER THE ACNT, MEDICAL PERSONNEL ARRIVED & PROVIDED ASSISTANCE. DRG AN INVESTIGATION, NO PREIMPACT MECHANICAL PROBLEM OF THE ACFT OR ENG WAS FOUND. AS THE OCCUPANTS WERE BEING REMOVED FROM THE ACNT SITE, THE ODOR OF ALCOHOL WAS NOTED. TOXICOLOGY CHECKS SHOWED THE PLT HAD A BLOOD/ALCOHOL LVL OF 0.143% (143 MG/DL) & THE PASSENGER HAD A BLOOD/ALCOHOL OF 0.186% (186 MG/DL).

Brief of Accident (Continued)

File No. - 969

5/10/89

COTTAGE GROVE, MN

A/C Reg. No. N5357Q

Time (Lcl) - 2050 CDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
 3. MANEUVER - INITIATED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

6. OBJECT - TREE(S)
 7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
POOR JUDGEMENT OF THE PILOT BY FLYING WHILE PHYSICALLY IMPAIRED FROM CONSUMPTION OF ALCOHOL; AND HIS FAILURE
TO MAINTAIN ADEQUATE AIRSPEED, WHILE MANEUVERING, WHICH RESULTED IN AN INADVERTENT STALL AND COLLISION WITH
WOODED/HILLY TERRAIN.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 867 8/06/89 MINNEAPOLIS, MN A/C Reg. No. N68591 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	1
Accident Occurred During -TAKEOFF					

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

Make/Model - STINSON L-5	Eng Make/Model - LYCOMING O-435	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 195 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	ST PAUL, MN	FLYING CLOUD
Wind Dir/Speed- 360/014 KTS	ATC/Airspace	Runway Ident - 09
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 75
Lowest Sky/Clouds - 6000 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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 433
SE LAND	Months Since - 13	Last 24 Hrs - 6
	Aircraft Type - PA-28	Make/Model- 17
		Last 30 Days- 15
		Instrument- 65
		Last 90 Days- 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THAT WHILE ATTEMPTING A TAKEOFF WITH A 90 DEGREE CROSSWIND FROM THE LEFT AT ABOUT 14 KNOTS, HE LOST DIRECTIONAL CONTROL. THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY AND NOSED OVER. AN ALTERNATE RUNWAY INTO THE WIND WAS AVAILABLE, BUT WAS NOT SELECTED.

Brief of Accident (Continued)

File No. - 867

8/06/89

MINNEAPOLIS, MN

A/C Reg. No. N68591

Time (Lcl) - 1830 CDT

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

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT SELECTED THE WRONG RUNWAY AND FAILED TO MAINTAIN DIRECTIONAL CONTROL. THE CROSSWIND WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 873 8/15/89 WASECA,MN A/C Reg. No. N8471E Time (Lcl) - 1245 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 -LANDING					

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

Make/Model - BELL 47G-B3	Eng Make/Model - LYCOMING VO-435-A1F	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WASECA,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 2500 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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 5500
SE LAND,ME LAND	Months Since - 4	Make/Model- 2000
HELICOPTER	Aircraft Type - 47G	Instrument- 205
		Multi-Eng - 2900
		Last 24 Hrs - 4
		Last 30 Days- 95
		Last 90 Days- 208
		Rotorcraft - 2500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG A RETURN FLT TO THE NURSE TRUCK AFTER AERIAL APPLICATION, THE ENGINE LOST POWER. THE PLT ESTIMATED THE HELICOPTER WAS AT ABOUT 100 FT AGL WITH A TAILWIND WHEN THE POWER LOSS OCCURRED. HE HAD INSUFFICIENT ALTITUDE TO TURN INTO THE WIND, SO HE MADE AN AUTOROTATION WITH A TAILWIND IN A BEAN FIELD, MANEUVERING ONLY TO AVOID A POWER LINE. DRG THE LANDING, THE HELICOPTER ROCKED FORWARD & THE MAIN ROTOR BLADES SEVERED THE TAIL BOOM AS THE PLT APPLIED AFT CYCLIC. A POST-ACDNT INVESTIGATION REVEALED THE FUEL TANK WAS EMPTY.

Brief of Accident (Continued)

File No. - 873

8/15/89

WASECA,MN

A/C Reg. No. N8471E

Time (Lc1) - 1245 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION
5. RUN ON LANDING

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

Finding(s)

6. WEATHER CONDITION - TAILWIND
7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. TERRAIN CONDITION - CROP

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE PREFLIGHT BY THE PILOT WHICH RESULTED IN FUEL EXHAUSTION DUE TO AN INADEQUATE SUPPLY OF FUEL. THE TAILWIND,
HIGH OBSTRUCTION (POWER LINE), AND CROP (BEANS) WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 874 8/20/89 CARLISLE, MN A/C Reg. No. N812SS Time (Lcl) - 2000 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 - DORMOY TKD BATHTUB	Eng Make/Model - FRANKLIN 2A-120-B	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 60 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FARGO, ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FERGUS FALLS, MN	Runway Ident - N/A
Wind Dir/Speed- 020/007 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 - 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)
COMMERCIAL	Current - YES	Total - 2400
SE LAND	Months Since - 21	Make/Model- 122
FREE BALLOON	Aircraft Type - C-180	Instrument- 65
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THAT DURING FLT, THE ENG OF THE HOME BUILT ACFT LOST POWER OVER ROUGH TERRAIN. DURING AN EMERGENCY LANDING, THE ACFT ENCOUNTERED TALL GRASS, ROCKS, GOPHER MOUNDS & DOWNWARD SLOPING TERRAIN, AND WAS DAMAGED. AN INVESTIGATION REVEALED THE MIXTURE CONTROL CABLE (PIANO WIRE) HAD FAILED AT A BOLT WHERE IT ATTACHED TO THE MIXTURE CONTROL LEVER. THIS WAS THE 2ND FAILURE DURING THE FLT FROM FARGO, ND TO FERGUS FALLS, MN. THE 1ST FAILURE OCCURRED ABOUT 15 TO 20 MIN INTO THE FLT. THE PLT MADE A SUCCESSFUL FORCED LANDING AFTER THE 1ST FAILURE, THEN BORROWED SOME TOOLS & REPAIRED THE CABLE. THE 2ND FAILURE OCCURRED ABOUT 10 TO 15 MIN AFTER HE TOOK OFF TO CONTINUE THE FLT.

Brief of Accident (Continued)

File No. - 874

8/20/89

CARLISLE, MN

A/C Reg. No. N812SS

Time (Lc1) - 2000 CDT

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

Finding(s)

1. MIXTURE CONTROL, CABLE - FAILURE, TOTAL
2. MAINTENANCE - 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

Finding(s)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE MIXTURE CONTROL CABLE AND INADEQUATE MAINTENANCE (REPAIR) BY THE PILOT. THE TERRAIN CONDITIONS WERE
CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 870 8/26/89 PARK RAPIDS, MN A/C Reg. No. N2168S Time (Lcl) - 1545 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	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 -TAKEOFF					

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 420 HP	

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

Weather Data	Itinerary	Airport Proximity OFF AIRPORT/STRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- 300/008 KTS	Type of Clearance - NONE	Runway Surface - N/A
Visibility - 12.0 SM	Type Apch/Lndg - NONE	Runway Status - N/A
Lowest Sky/Clouds - N/A		
Lowest Ceiling - 2500 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1904
SE LAND,ME LAND	Months Since - 2	Last 24 Hrs - 9
HELICOPTER	Aircraft Type - 206B	Make/Model- 150
		Last 30 Days- 67
		Instrument- 128
		Last 90 Days- 188
		Multi-Eng - 750
		Rotorcraft - 867

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THAT ALMOST IMMEDIATELY AFTER LIFT-OFF, THE HELICOPTER'S MAIN ROTOR BLADES STRUCK A POWER LINE CABLE. THE HELICOPTER THEN STRUCK THE TERRAIN, SEVERING THE TAIL BOOM WITH THE MAIN ROTOR BLADES. THE HELICOPTER CAME TO REST UPRIGHT ON ITS SKIDS.

Brief of Accident (Continued)

File No. - 870

8/26/89

PARK RAPIDS, MN

A/C Reg. No. N2168S

Time (Lcl) - 1545 CDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT MISJUDGED THE CLEARANCE BETWEEN THE HELICOPTER AND THE POWER LINE. THE POWER LINE (TRANSMISSION WIRE)
WAS CONSIDERED TO BE A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 886 9/28/89 BLOOMINGTON,MN

A/C Reg. No. N95KS

Time (Lcl) - 0650 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL OBSERVATION

Flight Conducted Under -14 CFR 91

Fire
NONE

Accident Occurred During -LANDING

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

Make/Model - HUGHES 269C

Eng Make/Model - LYCOMING H10-360-D1A

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2050

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 3

Rated Power - 190 HP

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

Weather Data

Wx Briefing - COMMERCIAL WX SERVICE

Method - IN PERSON

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 200/012 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAWN

Itinerary

Last Departure Point

ST PAUL,MN

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Age - 34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 1857

Last 24 Hrs - UNK/NR

SE LAND

Months Since - 15

Make/Model- 1161

Last 30 Days- UNK/NR

HELICOPTER

Aircraft Type - 300C

Instrument- 3

Last 90 Days- UNK/NR

Multi-Eng - 0

Rotorcraft - 1703

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS BEING FLOWN ON AN EARLY MORNING, RUSH HOUR, TRAFFIC WATCH. THE PLT RPRTD THE HELICOPTER WAS AT ABOUT 500 FT AGL & 20 KTS WHEN THE ENG FAILED. HE BEGAN AN AUTOROTATION TO A PARKING LOT. JUST BEFORE LANDING, HE SAW THE LIGHTS OF A CAR AS IT ENTERED INTO THE PARKING LOT. WITH PARKED CARS ELSEWHERE IN THE PARKING LOT, HE ELECTED TO SHORTEN HIS APCH PATH TO LAND IN ANOTHER AREA. AFTER SLOWING THE HELICOPTER TO LAND AT THE ALTERNATE LOCATION, THERE WAS INSUFFICIENT INERTIA LEFT IN THE ROTOR BLADES TO CUSHION THE LANDING. THE HELICOPTER TOUCHED DOWN HARD, DAMAGING THE UNDERCARRIAGE. AN EXAM OF THE ENG REVEALED THE CRANKSHAFT HAD FAILED BETWEEN THE #2 & #3 CHEEKS. THE ENG HAD A TOTAL OPERATIONAL TIME OF 2373 HRS & HAD 998 HRS OF OPERATION SINCE THE LAST OVERHAUL.

Brief of Accident (Continued)

File No. - 886

9/28/89

BLOOMINGTON, MN

A/C Reg. No. N95KS

Time (Lc1) - 0650 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION

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

Finding(s)

3. LIGHT CONDITION - DAWN
4. OBJECT - VEHICLE
5. MANEUVER - PERFORMED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE ENGINE CRANKSHAFT. THE LIGHT CONDITIONS AT DAWN AND THE VEHICLES WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 830 1/05/89 MACON,MO A/C Reg. No. N66WR Time (Lcl) - 1200 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

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

Make/Model - WELLS VARIEZE
Landing Gear - UNK/NR
Max Gross Wt - 1200
No. of Seats - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point
PEORIA,IL
Destination
KANSAS CITY,MO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Basic Weather - UNK/NR
Wind Dir/Speed- 150/010 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 500 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

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

Age - 61
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1409
Make/Model- 1
Instrument- 226
Multi-Eng - 301
Last 24 Hrs - 1
Last 30 Days- 1
Last 90 Days- 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD JUST PURCHASED THE ACFT & WAS FERRYING IT FROM ALLEGAN, MI, TO HIS HOME ARPT AT KANSAS CITY, MO. AN EN ROUTE STOP WAS MADE AT PEORIA, IL, WHERE HE REFUELED & CHECKED THE WX. AT PEORIA, FBO PSNL NOTED HE HAD FUEL ON THE SEAT OF HIS PANTS. HE SAID FUEL HAD GOTTEN ON HIS SEAT CUSHION FROM A LEAK AT THE TOP OF A FUEL SIGHT GAUGE (NEAR THE AFT SEAT). HE HAD THE ACFT REFUELED IN A LVL ATTITUDE (RATHER THAN THE USUAL NOSE LOW ATTITUDE) TO KEEP FUEL FROM LEAKING FROM THE GAUGE. BFR DEPG ON THE 2ND LEG OF THE FLT, THE PLT COMMENTED HE WOULD LIKE TO BEAT THE WX TO HIS HOME. DRG FLT, THE ACFT HIT A TREE, WHILE ON A NNW HDG NR MACON, MO, THEN CRASHED & BURNED. IT WAS FND ON 5/5/89. INV REVEALED THERE WAS A LOW CEILING IN THE AREA. APRX 24 MI NORTH AT KIRKSVILLE, MO, THE WX WAS IN PART: 500' OVC, 2 MI VIS WITH LIGHT RAIN & FOG. EXCEPT FOR THE RPRTD FUEL LEAK, NO EVIDENCE WAS FND OF A MECHANICAL MALFUNCTION OR FAILURE. BEFORE THE PLT LEFT ALLEGAN, HE HAD NO PREVIOUS FLT TIME IN THIS MAKE & MODEL OF ACFT & HAD NOT LOGGED ANY FLT TIME SINCE 8/10/88.

Brief of Accident (Continued)

File No. - 830

1/05/89

MACON,MO

A/C Reg. No. N66WR

Time (Lcl) - 1200 CST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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

Finding(s)

5. FUEL SYSTEM - LEAK
6. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
CONTINUED FLIGHT BY THE PILOT INTO KNOWN ADVERSE WEATHER AND HIS FAILURE TO MAINTAIN SUFFICIENT ALTITUDE/CLEARANCE
ABOVE OBSTACLES. CONTRIBUTING FACTORS WERE: LOW CEILING, FOG, RAIN, PILOT DELAYING FLIGHT TO AN ALTERNATE DESTINATION,
HIS LACK OF RECENT FLIGHT EXPERIENCE, HIS LACK OF FAMILIARITY WITH THE TYPE OF AIRCRAFT, AND TREES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 927 3/25/89 ADVANCE, MO A/C Reg. No. N48385 Time (Lcl) - 0815 CST

-----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 -DESCENT

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

Make/Model - GRUMMAN 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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 200/009 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PAINTON, 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

Age - 33

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 2416

Last 24 Hrs - 5

SE LAND

Months Since - 1

Make/Model- 2085

Last 30 Days- 30

Aircraft Type - C-172XP

Instrument- 13

Last 90 Days- 31

Multi-Eng - 3

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PERFORMING AN AERIAL APPLICATION OPERATION DURING MARGINAL VFR FLIGHT CONDITIONS, THE AIRCRAFT STRUCK POWER LINES. THE PILOT SAID HE DID NOT SEE THEM UNTIL IT WAS TOO LATE TO TAKE EVASIVE ACTION.

Brief of Accident (Continued)

File No. - 927

3/25/89

ADVANCE,MO

A/C Reg. No. N48385

Time (Lcl) - 0815 CST

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

Finding(s)

1. WEATHER CONDITION - FOG
 2. OBJECT - WIRE,STATIC
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S INADEQUATE VISUAL LOOKOUT RESULTING IN HIS FAILURE TO SEE POWER LINES IN TIME TO AVOID THEM.
CONTRIBUTING TO THE ACCIDENT WAS THE REDUCED VISIBILITY DUE TO FOG.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 975 5/07/89 HAMILTON, MO A/C Reg. No. N3581G Time (Lcl) - 1755 CDT

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

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

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

Make/Model - CALLAIR A-9	Eng Make/Model - LYCOMING O-540-B2N5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1900	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	MARCELINE, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MARCELINE, MO	Runway Ident - N/A
Wind Dir/Speed- 150/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 30000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 100
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 PLT WAS PRACTICING AGRICULTURAL SPRAY RUNS WHEN THE ACCIDENT OCCURRED. AFTER MAKING A STEEP RIGHT TURN TO ALIGN WITH THE FIELD, THE ACFT DESCENDED AND IMPACTED THE TERRAIN. A POST-CRASH FIRE ENSUED. METALLURGICAL EXAM OF THE RUDDER CABLE REVEALED THAT ALL WIRES ON FOUR OF THE SEVEN CABLE STRANDS WERE WORN THROUGH. THE PLT WAS THOUGHT TO HAVE HAD LESS THAN 100 HOURS TOTAL FLIGHT EXPERIENCE. A TEARDOWN OF THE ENGINE FAILED TO REVEAL ANY ANOMALIES WHICH WOULD HAVE SUGGESTED A FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 975

5/07/89

HAMILTON,MO

A/C Reg. No. N3581G

Time (Lc1) - 1755 CDT

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

Finding(s)

1. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
 2. FLT CONTROL SYST, RUDDER CONTROL CABLE/ROD - FAILURE,TOTAL
 3. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOTS FAILURE TO MAINTAIN CONTROL AND PREVENT THE AIRPLANE FROM DESCENDING WHILE IN A TURN.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 903 5/13/89 ELDON,MO A/C Reg. No. N37511 Time (Lcl) - 1715 CST

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

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

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

Make/Model - BENSEN B-8KSB	Eng Make/Model - MCCULLOCH 4318E	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 72 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ELDON,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 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 - 44	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 135
	Months Since - N/A	Make/Model- 100
	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-----

THE PILOT LOST CONTROL OF THE GYROCOPTER DURING THE ATTEMPTED TAKEOFF. THE ROTOR SYSTEM, RUDDER ASSEMBLY, AND PROPELLER MADE CONTACT WITH THE TERRAIN. THE PILOT HELD NO AIRMEN OF MEDICAL CERTIFICATES. FAA RECORDS IN OKLAHOMA CITY, OKLAHOMA, REFLECT THAT THE GYROCOPTER WAS SOLD IN 1980 WITH NO SUBSEQUENT REGISTRATION.

Brief of Accident (Continued)

File No. - 903

5/13/89

ELDON,MO

A/C Reg. No. N37511

Time (Lcl) - 1715 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. RUNNING TAKEOFF - ATTEMPTED - PILOT IN COMMAND
 2. QUALIFICATION - UNQUALIFIED PERSON
 3. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT'S FAILURE TO MAINTAIN AIRCRAFT CONTROL WHICH RESULTED IN COLLISION WITH THE TERRAIN DURING TAKE OFF.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 868 7/29/89 LIBERTY, MO A/C Reg. No. N4278E Time (Lc1) - 1200 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					

-----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	LIBERTY, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LIBERTY LANDING
Wind Dir/Speed- 190/012 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1850/ 36
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 30000 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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1836
SE LAND, ME LAND	Months Since - 16	Make/Model - 200
	Aircraft Type - PA-44	Instrument - 218
		Multi-Eng - 73
		Last 24 Hrs - 11
		Last 30 Days - 134
		Last 90 Days - 344

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT & INSTRUCTOR (CFI) ELECTED TO VISIT AN ARPT WITH A NARROW RWY WHERE SMALL ACFT WERE BUILT & FLOWN. THE 1ST APCH WAS NOT TO THE CFI'S SATISFACTION, SO A GO-AROUND WAS MADE. THE 2ND APCH WAS GOOD, BUT DRG THE LNDG, THE STUDENT "FROZE" AT THE CONTROLS & THE CFI WAS UNABLE TO RELEASE THE STUDENT'S GRASP. SUBSEQUENTLY, THE ACFT BOUNCED, THEN IT WENT INTO A BORDERING CORN FIELD & WAS DAMAGED. THE CFI SAID HE REPEATEDLY TOLD THE STUDENT TO "LET GO," BUT THE STUDENT CONTINUED TO STAY ON THE CONTROLS.

Brief of Accident (Continued)

File No. - 868

7/29/89

LIBERTY, MO

A/C Reg. No. N4278E

Time (Lc1) - 1200 CDT

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

Finding(s)
1. FLARE - IMPROPER - DUAL STUDENT

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

Finding(s)
2. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND(CFI)
3. CONTROL INTERFERENCE - PERFORMED - DUAL STUDENT
4. ANXIETY/APPREHENSION - DUAL STUDENT
5. WEATHER CONDITION - CROSSWIND
6. TERRAIN CONDITION - CROP
7. PROPER ALIGNMENT - NOT MAINTAINED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
CONTROL INTERFERENCE BY THE DUAL STUDENT AS THE INSTRUCTOR TRIED TO RECOVER FROM THE STUDENT'S BOUNCED LANDING, AND
FAILURE TO MAINTAIN PROPER RUNWAY ALIGNMENT. CONTRIBUTING FACTORS WERE: IMPROPER FLARE BY THE STUDENT, THE CROSSWIND,
THE STUDENT'S APPREHENSION DURING THE BOUNCED LANDING, AND THE CROP BESIDE THE RUNWAY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 871 8/27/89 KANSAS CITY,MO A/C Reg. No. N63884 Time (Lcl) - 1328 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 -TAXI			0	0	0	1
				0	0	1

-----Aircraft Information-----

Make/Model - CONSOLIDATED VULTEE BT-13A	Eng Make/Model - P&W R-985-AN3	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4350	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	RICHARDS GEBEUR
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9000/ 150
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - MACADAM
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 14205
SE LAND,ME LAND,SE SEA	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 608
		Instrument- 970
		Last 30 Days- 2
		Last 90 Days- 14
		Multi-Eng - 3510

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS GIVING "RIDES" TO THE OWNER'S FAMILY. HE STOPPED IN A NORTHERLY DRCTN AT/NEAR THE RGT SIDE OF THE TWY TO CHANGE PASSENGERS (PAX). AFTER THE PAX CHANGE, HE CONTACTED GND CTL & OBTAINED CLNC TO TAXI FOR ANOTHER TAKEOFF. HE HAD LIMITED FWD VISIBILITY IN THE TAILWHEEL EQUIPPED ACFT. TO TAXI, HE ELECTED TO ANGLE THE ACFT TO THE LEFT ONTO THE TWY, THEN TURN RGT TO S-TURN & CLR HIMSELF DWN THE TWY. AS HE BGN TAXIING, 2 CAMOUFLAGED TUGS WITH AMMO TRAILERS WERE COMING DOWN THE TWY FM THE OPPOSITE DRCTN. AS THE ACFT ANGLED ONTO THE TWY, THE RELATIVE PSN OF THE VEHICLES REMAINED OFF THE NOSE OF THE ACFT & THE PLT DID NOT SEE THEM. THE 1ST VEHICLE DRIVER STOPPED & TRIED TO CONTACT GND CTL. HE THEN TRIED TO TAKE EVASIVE ACTN, BUT WAS UNSUCCESSFUL. SUBSEQUENTLY, THE ACFT'S LEFT WING HIT THE 1ST VEHICLE & THE PROP HIT THE AMMO TRAILER. THE ACDNT OCCURRED ON A JOINT-USE MILITARY/CIVILIAN ARPT. THE PLT & VEHICLE DRIVERS WERE UNDER JURISDICTION OF GND CTL & IN VIEW OF THE CTL TWR. THE OPERG PROCEDURES HAD MILITARY & CIVILIAN TRAFFIC ON DIFFERENT FREQS.

Brief of Accident (Continued)

File No. - 871

8/27/89

KANSAS CITY, MO

A/C Reg. No. N63884

Time (Lcl) - 1328 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. CONTROL TOWER SERVICE - INADEQUATE - ATC PSNL(LCL/GND/CLNC)
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. OBJECT - VEHICLE
4. REMEDIAL ACTION - INADEQUATE - DRIVER OF VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE CONTROL TOWER SERVICE PROVIDED BY TOWER PERSONNEL, AND INADEQUATE REMEDIAL ACTION BY THE VEHICLE DRIVER.
THE PILOT'S LACK OF VISUAL LOOKOUT WAS CONSIDERED TO BE A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 930 9/02/89 OZARK, MO A/C Reg. No. N182JR Time (Lcl) - 1215 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 2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELL 47G	Eng Make/Model - FRANKLIN 6V-335-53	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	OZARK, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AIR PARK SOUTH
Wind Dir/Speed- 060/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 800/ 100
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 1200 FT OVERCAST	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 379
SE LAND	Months Since - 2	Make/Model- 160
HELICOPTER	Aircraft Type - 47G	Instrument- 62
		Multi-Eng - 3
		Last 24 Hrs - 1
		Last 30 Days- 33
		Last 90 Days- 74
		Rotorcraft - 160

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING AUTOROTATION LANDINGS, THE TAIL BOOM BEGAN TO RISE AFTER TOUCHDOWN WHICH RESULTED IN THE HELICOPTER ROLLING TO THE RIGHT AND THE MAIN ROTOR BLADES STRIKING THE TERRAIN. THE HELICOPTER CAME TO REST ON IT'S RIGHT SIDE. ACCIDENT INVESTIGATION REVEALED THAT THE RIGHT SKID, FORWARD OF THE FRONT UPRIGHT HAD FRACTURED. THE BROKEN PORTION OF THE SKID HAD CUT A GROOVE IN THE GRASS A DISTANCE OF ABOUT 2 FEET BEFORE IMBEDDING ITSELF, CAUSING THE HELICOPTER TO STOP. THE FORWARD INERTIA BOUGHT THE TAIL BOOM UP WHICH RESULTED IN THE ROTOR STRIKE AND ROLL OVER.

Brief of Accident (Continued)

File No. - 930

9/02/89

OZARK, MO

A/C Reg. No. N182JR

Time (Lcl) - 1215 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - MISJUDGED - DUAL STUDENT
 2. LANDING GEAR, SKID ASSEMBLY - FAILURE, PARTIAL
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND (CFI)
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE FAILURE OF THE DUAL STUDENT TO PROPERLY FLARE DURING AN AUTOROTATIVE LANDING RESULTING IN A HARD LANDING AND
PARTIAL FAILURE OF THE RIGHT SKID. THE CFI ALSO FAILED TO PROPERLY MONITOR THE STUDENT'S ACTIONS ON THE FLIGHT CONTROLS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 929 9/24/89 CALIFORNIA,MO A/C Reg. No. N63091 Time (Lcl) - 1330 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-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	QUINCY,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CALIFORNIA,MO	Runway Ident - N/A
Wind Dir/Speed- 090/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 24
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 24
		Last 30 Days- 5
		Instrument- 0
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING A NORMAL DESCENT TO THE DESTINATION AIRPORT, THE ENGINE LOST POWER. AN EMERG LANDING WAS MADE RESULTING IN SUBSTANTIAL DAMAGE TO THE ACFT. POST ACCIDENT INVESTIGATION REVEALED NO MECHANICAL MALFUNCTIONS, OR EVIDENCE OF FUEL EXHAUSTION. METEOROLOGICAL CONDITIONS AT THE TIME WERE CONDUCIVE FOR THE PROBABILITY OF CARBURETOR ICING ACCORDING TO THE "ICING PROBABILITY CHARTS".

Brief of Accident (Continued)

File No. - 929

9/24/89

CALIFORNIA,MO

A/C Reg. No. N63091

Time (Lc1) - 1330 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. FUEL SYSTEM,CARBURETOR - ICE
 3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER USE OF THE CARBURETOR HEAT BY THE PILOT RESULTING IN THE FORMATION OF CARBURETOR ICE AND SUBSEQUENT
LOSS OF POWER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 836 5/26/89 ARCOLA, MS A/C Reg. No. N73089 Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - AERIAL APPLICATION	Fire	0	Serious	Minor	None
Flight Conducted Under - 14 CFR 137	NONE	0	0	0	1
Accident Occurred During - LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT-301	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 - 5000	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 210/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1500
SE LAND	Months Since - 22	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-----

WHILE RETURNING TO A FIELD FOR AERIAL APPLICATION, THE ENG LOST POWER. THE PLT DUMPED THE CHEMICAL LOAD & LANDED IN A MUDDY FIELD. DURING THE LANDING, THE ACFT NOSED OVER & WAS DAMAGED. AFTER THE ACCIDENT, AN EXAM OF THE ENG REVEALED A CIRCUMFERENTIAL CRACK ON THE #2 CYLINDER.

Brief of Accident (Continued)

File No. - 836

5/26/89

ARCOLA, MS

A/C Reg. No. N73089

Time (Lcl) - 1330 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CRACKED
-

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. LOAD JETTISON
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
 4. TERRAIN CONDITION - WET
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE CIRCUMFERENTIAL ON THE NUMBER 2 CYLINDER WHICH RESULTED IN A LOSS OF ENGINE POWER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 986 6/01/89 BIG TIMBER, MT A/C Reg. No. N76KM Time (Lcl) - 2335 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier -HELP FLIGHT	DESTROYED		Fatal	Injuries	
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	3	Serious	Minor
Flight Conducted Under -14 CFR 135	NONE	Pass	1	0	0
Accident Occurred During -TAKEOFF				0	0

-----Aircraft Information-----

Make/Model - BELL 206L-3	Eng Make/Model - ALLISON 250-C30P	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4150	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 650 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	BILLINGS, MT	Runway Ident - N/A
Wind Dir/Speed- 140/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - 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)
COMMERCIAL,CFI	Current - YES	Total - 9036
SE LAND,ME LAND,ME SEA	Months Since - 2	Make/Model- 915
HELICOPTER	Aircraft Type - 206L-3	Instrument- 662
		Multi-Eng - 3762
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 51
		Rotorcraft - 4808

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABT 2158 MDT, THE EMERG MED SVC (EMS/MEDEVAC) HELICOPTER (HEL) PLT CTCD BILLINGS TWR & ADZD HE WOULD BE MAKING APCHS TO SAINT VINCENTS HOSP FOR (NGT) CURRENCY. APRX 9 MIN LATER, HE CTCD THE TWR AGAIN & ADZD HE WAS BEING DISPATCHED ON AN EMS FLT. THE EMS FLT WAS TO A RANCH (WNW OF BILLINGS). THE PLT HAD DIFFICULTY FINDING THE RANCH AT NGT, BUT ARRIVED AT 2238 MDT. THE PATIENT WAS LOADED & THE PLT WAS ADZD OF TRRN CONDS. A WITNESS SAID THE HEL LIFTED OFF FAST, THEN SWIVELED ARND QUICKLY (TOWARD EAST) & TOOK OFF W/O HESITATION. AFTER DEPG, THE HEL CROSSED A HILL & CRASHED AT HI SPD ON LWR TRRN IN A SLGT NOSE LOW, RGT BANK ATTITUDE, HDG 330 DEG. NO PREIMPACT MECH PRBLM WAS FND. THE PLT HAD BEEN RECENTLY HIRED BY THE OPERATOR; PREV EMPLOYMENT INVOLVED FLYING A DISSIMILAR HEL (BK-105) IN THE GULF OF MEXICO AREA, LIMITED TO DAY VFR. THE PLT'S LAST RECORDED NGT FLT WAS ON 6/16/87; HIS LAST RECORDED INST FLT WAS PRIOR TO JUNE 1984. NO RECORD WAS FND OF FAMILIARIZATION TRAINING FOR THE GEOGRAPHICAL AREA. RELATIVES OF THE PATIENT DESCRIBED THE ACDNT AREA AS A BLACK HOLE.

Brief of Accident (Continued)

File No. - 986

6/01/89

BIG TIMBER,MT

A/C Reg. No. N76KM

Time (Lcl) - 2335 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. SPATIAL DISORIENTATION - PILOT IN COMMAND
5. LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
6. INADEQUATE INITIAL TRAINING - COMPANY/OPERATOR MANAGEMENT
7. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
8. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRMAN - COMPANY/OPERATOR MGMT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO MAINTAIN CONTROL OF THE AIRCRAFT DURING TAKEOFF, DUE TO SPATIAL DISORIENTATION,
WHICH RESULTED IN A COLLISION WITH THE TERRAIN. CONTRIBUTING FACTORS WERE: DARK NIGHT, PILOT'S VISUAL
PERCEPTION, INADEQUATE INITIAL TRAINING OF THE PILOT BY THE OPERATOR, THE PILOT'S LACK OF FAMILIARITY
WITH THE GEOGRAPHICAL AREA, AND THE COMPANY'S INSUFFICIENT STANDARDS/REQUIREMENTS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 896 7/11/89 WH SULPHUR SPGS,MT A/C Reg. No. N6663Z Time (Lcl) - 1445 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire NONE

-----Aircraft Information-----

Make/Model - PIPER PA-25

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2500

No. of Seats - 1

Eng Make/Model - LYCOMING O-540

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 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- 360/015 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WH SULPHUR SPGS,MT

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 44

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3674

Make/Model- 2000

Instrument- UNK/NR

Multi-Eng - 0

Last 24 Hrs - 5

Last 30 Days- 100

Last 90 Days- 330

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON AN AERIAL APPLICATION FLT, SPRAYING WEEDS NEXT TO HILLY TERRAIN. HE RPRTD THAT AS HE WAS IN A RIGHT TURN (LAST SPRAY RUN), THE ACFT ENCOUNTERED AN UNEXPECTED TAILWIND & EXTREME TURBULENCE. SUBSEQUENTLY, IT SETTLED & COLLIDED WITH THE GROUND.

Brief of Accident (Continued)

File No. - 896

7/11/89

WH SULPHUR SPGS,MT

A/C Reg. No. N6663Z

Time (Lcl) - 1445 MDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - TURBULENCE
 3. MANEUVER - INITIATED -
 4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT FAILED TO MAINTAIN ADEQUATE AIRSPEED DURING AN AERIAL APPLICATION MANEUVER AND INADVERTENTLY ALLOWED THE
AIRCRAFT TO MUSH INTO THE GROUND. UNFAVORABLE WIND AND TURBULENCE WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 954 2/12/89 HUNTERSVILLE, NC A/C Reg. No. N5112Y Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	IN FLIGHT	Pass 0	0	0	2
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- PIPER PA-23-250	Eng Make/Model	- LYCOMING O-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	BRADFPD
Wind Dir/Speed	- 070/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- 06
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 3850/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 7250	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 23	Make/Model- 800	Last 30 Days- 10
	Aircraft Type - PA23250	Instrument- 350	Last 90 Days- UNK/NR
		Multi-Eng - 900	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT BLUE SMOKE AND OIL WERE OBSERVED TRAILING FROM THE LEFT ENGINE AND WING DURING APPROACH. SHORTLY THEREAFTER, FLAMES WERE OBSERVED COMING FROM THE LEFT ENGINE NACELLE. THE CABIN FILLED WITH SMOKE, AND AN EMERGENCY LDG WAS MADE. THE LEFT WING BROKE OFF DURING ROLLOUT. THE AIRPLANE WAS CONSUMED BY THE FIRE SHORTLY AFTER COMING TO STOP. AN FAA INSPECTOR EXAMINED THE WRECKAGE; HE REPORTED THAT THE EXTENT OF THE FIRE DAMAGE PRECLUDED DETERMINATION OF THE EXACT SOURCE OF THE FIRE. HE NOTED THAT HE FOUND OIL-SOAKED PAINT CHIPS ALONG THE AIRPLANE FLIGHT PATH ABOUT 900 FT BEFORE THE TOUCH DOWN POINT.

Brief of Accident (Continued)

File No. - 954

2/12/89

HUNTERSVILLE, NC

A/C Reg. No. N5112Y

Time (Lc1) - 1700 EST

Occurrence #1

FIRE

Phase of Operation

APPROACH

Finding(s)

1. FLUID, OIL - LEAK

2. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FIRE RESULTING FROM AN OIL LEAK OF UNDETERMINED ORIGIN IN THE AREA OF THE LEFT ENGINE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 958 2/26/89 LIBERTY, NC A/C Reg. No. N56600 Time (Lcl) - 1115 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 -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 230/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WINSTON-SALEM, NC
Destination
LIBERTY, NC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

LAKE JUNO
Runway Ident - 20
Runway Lth/Wid - 1000/ 20
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 304	Last 24 Hrs	- UNK/NR
Make/Model	- 161	Last 30 Days	- UNK/NR
Instrument	- 48	Last 90 Days	- UNK/NR
Multi-Eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE OVERRAN THE RWY DURING ROLLOUT. THE PLT REPORTED THAT HE THOUGHT HE WAS LANDING AT HIS INTENDED DESTINATION ARPT. WHICH HAD A 3,000 FT LONG BY 40 FT WIDE RWY. HE LANDED INSTEAD AT A PRIVATE, PAVED AIRSTRIP LOCATED ABOUT 1 TO 2 MILES FROM THE DESTINATION ARPT. THE AIRSTRIP RWY WAS ORIENTED THE SAME DIRECTION AS THE DESTINATION ARPT, BUT WAS ONLY 1,000 FT LONG BY 20 FT WIDE. THE PLT REPORTED THAT HE HAD NOT FLOWN IN THE AREA BEFORE. INVESTIGATION REVEALED THAT THE FAA HAD NO RECORD OF THE AIRSTRIP, AND THAT IT WAS NOT NOTED ON CHARTS OR IN THE ARPT/FACILITY DIRECTORY. A REPRESENTATIVE OF THE ARPT OWNER REPORTED THAT THE OWNER WAS NOT AWARE OF ANY REQUIREMENT TO NOTIFY THE FAA OF THE ARPT. THE AIRSTRIP WAS ABOUT 7 YRS OLD. 14CFR157 (FAR PART 157) REQUIRES THAT ANY PERSON INTENDING TO CONSTRUCT OR ESTABLISH A NEW AIRPORT NOTIFY THE FAA OF THEIR INTENT.

Brief of Accident (Continued)

File No. - 958

2/26/89

LIBERTY, NC

A/C Reg. No. N56600

Time (Lcl) - 1115 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. CHARTS - INADEQUATE
2. INFORMATION
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. LANDED AT WRONG AIRPORT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S INADVERTENT LANDING AT THE WRONG AIRPORT, CONTRIBUTING TO THE ACCIDENT WAS THE FAILURE OF THE AIRPORT PERSONNEL TO NOTIFY THE FAA OF THE EXISTANCE OF THE AIRPORT SO IT COULD BE PROPERLY DESIGNATED ON AVIATION CHARTS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 981 5/29/89 JACKSONVILLE, NC A/C Reg. No. N5325N Time (Lcl) - 2010 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BOEING E-75 (PT-13D)
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2950
No. of Seats - 2

Eng Make/Model - CONTINENTAL W-670-6A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 HP

ELT Installed/Activated - 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- 130/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WINGS ALOFT

Runway Ident - 09

Runway Lth/Wid - 2300/ 100

Runway Surface - GRASS/TURF

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1225

Make/Model- 289

Instrument- 13

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS REPORTED TO HAVE MADE A LOW PASS DOWN RUNWAY 09 AT THE PRIVATE AIRSTRIIP WHERE HE NORMALLY DID HIS FLYING. AFTER PASSING THE END OF THE RUNWAY, THE AIRPLANE WAS OBSERVED TO PULL UP STEEPLY AS IF TO ENTER A LOOP, TURN 180 DEGREES AND FLY INTO THE GROUND. A FLIGHT INSTRUCTOR OBSERVING THE AIRPLANE STATED THAT "THE AIRPLANE WENT INTO AN ACCELERATED STALL AND SPUN INTO THE GROUND". NO EVIDENCE OF A MECHANICAL MALFUNCTION OR IN FLIGHT FAILURE WAS FOUND DURING THE EXAMINATION OF THE WRECKAGE. THE PILOT SUCCUMBED TO INJURIES ABOUT 14 HOURS AFTER THE CRASH.

Brief of Accident (Continued)

File No. - 981

5/29/89

JACKSONVILLE, NC

A/C Reg. No. N5325N

Time (Lcl) - 2010 EDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. MANEUVER - ABRUPT - PILOT IN COMMAND
4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT ENCOUNTERED AN ACCELERATED STALL DURING AN ABRUPT MANEUVER, LOST CONTROL OF THE AIRPLANE AND DID NOT HAVE SUFFICIENT ALTITUDE TO RECOVER FROM THE ENSUING SPIN PRIOR TO COLLIDING WITH THE GROUND.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 822

6/24/89

RALEIGH, NC

A/C Reg. No. N8271F

Time (Lcl) - 1130 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	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 401
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520
Number Engines - 2
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- 020/010 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - UNK/NR SCATTERED

Lowest Ceiling - 2300 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

TRIPLE "W"

Runway Ident - 34

Runway Lth/Wid - 3000/ 40

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1479

Make/Model- 269

Instrument- 221

Multi-Eng - 269

Last 24 Hrs - UNK/NR

Last 30 Days- 26

Last 90 Days- 53

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DRG TAKEOFF, THE RGT ENG LOST PWR AS THE ACFT WAS CLIMBING THRU APRX 50' AGL. HE ELECTED TO SHUT DOWN BOTH ENGS & ABORT THE TAKEOFF BY LANDING WITH THE GEAR RETRACTED. THE ACFT SKIDDED OFF THE RGT SIDE OF THE RWY. AN EXAM OF THE RGT ENG REVEALED HVY SOOTING OF THE SPARK PLUGS & EXHAUST SYS. WHEN THE RGT ENG WAS RESTARTED AFTER THE ACDNT, IT INITIALLY RAN ROUGH, APPEARED TO HAVE A RICH MIXTURE & BLACK SMOKE CAME FROM THE EXHAUST. EVIDENCE OF EXCESSIVE FUEL PRESSURE WAS NOTED. THE FUEL INJECTOR PUMP WAS CHANGED, THEN THE ENG RAN NORMALLY. AN INSPN OF THE PUMP REVEALED THE LOW PRESSURE ADJUSTMENT BOLT COULD BE ROTATED WITH FINGERS. DISASSEMBLY OF THE PUMP DISCLOSED THE INTERNAL LOCK NUT WAS WORN & UNSERVICEABLE. MAINT RECORDS SHOWED THAT ENG PROBLEMS HAD BEEN RPRTD ON PREVIOUS FLTS. ON 6/21/89, THE (RIGHT ENG) TURBOCONTROLLER & FUEL PUMP WERE ADJUSTED FOR BOTH HIGH & LOW PRESSURES. PROCEDURES AT THE MAINT FACILITY FOR TURBOCHARGED ENGS WERE NOT IAW TELEDYNE CONTINENTAL SVC BULLETIN M89-10.

Brief of Accident (Continued)

File No. - 822

6/24/89

RALEIGH, NC

A/C Reg. No. N8271F

Time (Lc1) - 1130 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. 1 ENGINE -
 2. FUEL SYSTEM, PUMP - WORN
 3. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
 4. FLUID, FUEL - PRESSURE EXCESSIVE
-

Occurrence #2 GEAR NOT EXTENDED
Phase of Operation TAKEOFF - ABORTED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER MAINTENANCE BY OTHER MAINTENANCE PERSONNEL AND EXCESSIVE FUEL PRESSURE TO THE RIGHT ENGINE (RICH MIXTURE).
A POSSIBLE CONTRIBUTING FACTOR WAS THE WORN/UNSERVICEABLE INTERNAL LOCK NUT IN THE FUEL PUMP.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 909

7/17/89

WASHINGTON, NC

A/C Reg. No. N74849

Time (Lcl) - 1656 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Fatal	Injuries			None
	Serious	Minor		
Crew 0	0	0	1	
Pass 0	0	0	0	

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - WHITMAN TAILWIND W-8
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 1

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 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- 060/013 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

WARREN FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 62

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 225	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING TOUCH AND GO LANDINGS IN HIS RECENTLY PURCHASED EXPERIMENTAL ACFT. DURING A LANDING, WHILE 10-15 FEET AGL, THE ACFT DROPPED TO THE RUNWAY, BOUNCED, LANDED HARD AND NOSED OVER ONTO IT'S BACK.

Brief of Accident (Continued)

File No. - 909

7/17/89

WASHINGTON, NC

A/C Reg. No. N74849

Time (Lcl) - 1656 EDT

Occurrence #1 HARD LANDING
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 4. STALL - UNCONTROLLED - 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 INADVERTENTLY STALLED THE AIRPLANE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 908 8/11/89 HENDERSONVILLE, NC A/C Reg. No. N70406 Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries	
	Fire	0	Serious	Minor
Type of Operation -DEMO	NONE	1	0	0
Flight Conducted Under -14 CFR 91				
Accident Occurred During -APPROACH				

-----Aircraft Information-----

Make/Model - DAMMANN N3-2	Eng Make/Model - MOSLER MOTORS MNCB	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 55 LBS THRUST	

-----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	JOHNSON AIRFIELD
Wind Dir/Speed- 340/011 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - 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)
COMMERCIAL	Current - YES	Total - 860
SE LAND	Months Since - 19	Make/Model- 28
	Aircraft Type - C-140	Instrument- 0
		Multi-Eng - 7
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HOMEBUILT AIRCRAFT COLLIDED WITH A HANGER WHILE ON FINAL APPROACH TO LAND AFTER A LOSS OF POWER. THE TEMP/DEW POINT RATIO WAS 76/55. THIS WAS A DEMONSTRATION FLT WHICH FOLLOWED A SOLO, CHECK OUT FLIGHT AROUND THE PATTERN AND TWO OTHER DEMONSTRATION FLIGHTS. ON-SITE EXAMINATION REVEALED THE PRESENCE OF FUEL AND THAT THE PROPELLER WAS TURNING AT IMPACT. THE DAMAGED PROPELLER AND CARBURETOR WERE REPLACED BECAUSE THE MOUNT FOR THE CARBURETOR WAS BENT, THE GAP AROUND THE CARBURETOR AND FLANG WAS SEALED WITH A SILICONE SEALER AND THE ENGINE RAN SMOOTHLY DURING A TEST RUN.

Brief of Accident (Continued)

File No. - 908

8/11/89

HENDERSONVILLE, NC

A/C Reg. No. N70406

Time (Lcl) - 1230 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. ANTI-ICE/DE-ICE SYSTEM, CARBURETOR DE-ICE - NOT INSTALLED
-

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 - AIRPORT FACILITY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
ENGINE FAILURE DUE TO CARBURETOR ICE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 825 7/04/89 MINOT,ND A/C Reg. No. N5295H Time (Lc1) - 2101 CDT

-----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	0	1	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-16	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1525	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	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	WATFORD CITY,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MINOT INTL
Wind Dir/Speed- 140/007 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7493/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 9000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2600
SE LAND,ME LAND	Months Since - 13	Make/Model- 10
GLIDER	Aircraft Type - SGS2-33	Instrument- 74
		Multi-Eng - 140
		Last 24 Hrs - 2
		Last 30 Days- 12
		Last 90 Days- 34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PLT TURNED ON FINAL APCH TO LND, HE HEARD A "THUD," THEN THE ACFT ENTERED AN UNCONTROLLED LEFT TURN. AFTER TURNING ABOUT 360 DEG, IT IMPACTED THE GROUND IN A LEFT WING LOW, NOSE LOW ATTITUDE. AN INVESTIGATION REVEALED A FAILURE OF THE AIRFRAME TUBING AT THE LOWER FORWARD DOOR FRAME. THE FAILURE WAS IN THE AREA OF A CONGLOMERATE WELD WHERE THE TUBING WAS PART OF THE DOOR FRAME, FIRE WALL/ENGINE MOUNT, & RIGHT FORWARD LIFT STRUT SUPPORT. AN EXAM REVEALED THE TUBING HAD SEPARATED PRIOR TO IMPACT. APRX 3/4 OF THE FRACTURE WAS THE RESULT OF CORROSION; THE REMAINING FRACTURE WAS FROM OVERLOAD, BUT NOT DUE TO IMPACT. WITH THIS FAILURE, THE LEADING EDGE OF THE RIGHT WING WOULD TWIST UPWARD & THE ENGINE (WITH POWER) WOULD MOVE UP & TO THE LEFT. PIPER SERVICE BULLETING #819, SUBJECT: FUSELAGE DOOR FRAME TUBE CORROSION, DATED 2/28/86, ADDRESSED THE HAZARD OF CORROSION IN THIS AREA.

Brief of Accident (Continued)

File No. - 825

7/04/89

MINOT,ND

A/C Reg. No. N5295H

Time (Lcl) - 2101 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUSELAGE, LONGERON - CORRODED
 2. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - OTHER MAINTENANCE PSNL
 3. FUSELAGE, LONGERON - FAILURE, TOTAL
 4. AIRCRAFT CONTROL - NOT POSSIBLE -
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE AIRFRAME TUBING (LONGERON) AT THE LOWER FORWARD DOOR FRAME DUE TO CORROSION. A CONTRIBUTING FACTOR
WAS FAILURE OF MAINTENANCE PERSONNEL TO COMPLY WITH SERVICE BULLETIN #819.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 844 7/11/89 HATTON,ND A/C Reg. No. N3269L Time (Lcl) - 2030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	1	0
Accident Occurred During	-MANEUVERING		Pass 0	0	1	0

-----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	- 2150	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 - VMC</p> <p>Wind Dir/Speed- 080/009 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point HATTON,ND</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 329
SE LAND	Months Since - 5	Make/Model- 329
	Aircraft Type - C-172	Instrument- 2
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days- 3
		Last 90 Days- 5
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HIT THE GROUND AS THE PLT WAS MAKING A LOW PASS OVER A BEAN FIELD TO CHECK FOR GRASSHOPPERS. HE RPRTD THAT AS HE WAS APCHG THE FIELD FROM THE NORTH, THE ACFT CROSSED OVER A SHELTER BELT (TREES) WHICH WAS ABOUT 50 TO 60 FT TALL. THE PLT STATED THAT AS THE ACFT WAS DESCENDING OVER THE SHELTER BELT, "IT FELT AS IF THE BOTTOM DROPPED OUT OF THE AIRPLANE." HE PULLED BACK ON THE YOKE & THE ACFT STARTED TO RESPOND, BUT IT HIT THE GROUND IN A WINGS LEVEL, SLIGHTLY TAIL LOW ATTITUDE & WAS EXTENSIVELY DAMAGED. THE PLT'S LAST MED CERT WAS DATED 2/6/87.

Brief of Accident (Continued)

File No. - 844

7/11/89

HATTON,ND

A/C Reg. No. N3269L

Time (Lcl) - 2030 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. LOW PASS - INITIATED -
 3. WEATHER CONDITION - TAILWIND
 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 5. WEATHER CONDITION - DOWNDRAFT
 6. TERRAIN CONDITION - GROUND
 7. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT AND HIS FAILURE TO MAINTAIN SUFFICIENT CLEARANCE ABOVE THE GROUND.
THE TAILWIND, HIGH OBSTRUCTION (SHELTER BELT), AND DOWNDRAFT WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 967 4/21/89 ASHLAND, NE A/C Reg. No. N33066 Time (Lcl) - 2038 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER J3C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
WEeping WATER, NE
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Wind Dir/Speed- 130/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 540	Last 24 Hrs	- 1
Make/Model-	11	Last 30 Days-	1
Instrument-	64	Last 90 Days-	4
Multi-Eng	- 14	Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AND HIS PASSENGER (WIFE), WHO HAD BEEN SEPARATED FOR SOME TIME, DEPARTED ON A LOCAL FLT FROM WEEPING WATER, NE. ALTHOUGH NOT VERIFIED, THE PURPOSE OF THE FLT WAS BELIEVED TO BE FOR PERSONAL REASONS. LATER, SEVERAL WITNESSES OBSERVED THE ACFT FLYING LOW & SLOW OVER THE PLATTE RIVER. A WITNESS NEAR ASHLAND, NE, RPRTD THE ACFT WAS SO LOW THAT THE PLT INITIATED A CLIMB TO CROSS OVER A BRIDGE. WITNESSES LAST SAW THE ACFT FLYING UP THE MEANDERING RIVER (UPSTREAM) AT LOW ALTITUDE. SUBSEQUENTLY, IT WAS FOUND WHERE IT HAD CRASHED IN 3 TO 4 FT OF WATER, ABOUT 30 YDS FROM THE SHORE. THE ACFT CRASHED IN A STEEP NOSE DOWN ATTITUDE, ON A DOWNSTREAM HEADING. THE NOSE OF THE ACFT TOOK THE BRUNT OF THE IMPACT, BUT THERE WAS ALSO DAMAGE TO THE FORWARD COCKPIT, WINGS, WING STRUTS & LANDING GEAR. THE EMPENNAGE & AFT FUSELAGE WERE UNDAMAGED. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND. TOXICOLOGY CHECKS SHOWED THE PLT HAD A URINE/ALCOHOL LVL OF 0.108% & A BLOOD/ALCOHOL LVL OF 0.058%.

Brief of Accident (Continued)

File No. - 967

4/21/89

ASHLAND, NE

A/C Reg. No. N33066

Time (Lc1) - 2038 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
 3. MANEUVER - PERFORMED - PILOT IN COMMAND
 4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 5. STALL
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. LIGHT CONDITION - DUSK
 7. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 8. TERRAIN CONDITION - WATER
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
POOR JUDGEMENT OF THE PILOT BY FLYING WHILE PHYSICALLY IMPAIRED FROM ALCOHOL CONSUMPTION, AND HIS FAILURE TO MAINTAIN
ADEQUATE AIRSPEED, WHILE FLYING OVER A MEANDERING RIVER, WHICH RESULTED IN A STALL. A CONTRIBUTING FACTOR WAS THE
PILOT'S INADEQUATE ALTITUDE TO RECOVER FROM THE STALL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 951 2/04/89 HAMMONTON,NJ A/C Reg. No. N6299K Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	MINOR						
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During - TAKEOFF			0	1	0	1	
			0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	HAMMONTON,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 010	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 4069
SE LAND,ME LAND	Months Since - 17	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 286
		Multi-Eng - 918
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT INSTRUCTOR AND WITH A STUDENT PILOT IN CONTROL OF THE ACFT TOOK OFF AND AT APPROXIMATELY 500 FEET AGL, 4 POUND BIRD FLEW THROUGH THE LEFT SIDE WINDSHIELD STRIKING THE STUDENT PILOT ON THE LEFT SIDE OF THE FACE. THE FLIGHT INSTRUCTOR WAS NOT INJURED. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT, MADE A 180 DEGREE TURN AND IMMEDIATELY LANDED.

Brief of Accident (Continued)

File No. - 951

2/04/89

HAMMONTON, NJ

A/C Reg. No. N6299K

Time (Lc1) - 1330 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - BIRD(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:

A BIRD STRIKE SHORTLY AFTER TAKEOFF.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 950 2/23/89 HARDING TWNP,NJ A/C Reg. No. N5754J Time (Lcl) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -EXECUTIVE/CORPORATE	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 - BELL 206B	Eng Make/Model - ALLISON A250-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	YORK,PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MORRISTOWN,NJ	Runway Ident - N/A
Wind Dir/Speed- 030/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Surface - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling -	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 6625
SE LAND,ME LAND	Months Since - 9	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - 206B	Make/Model- 3800
		Last 30 Days- 40
		Instrument- 173
		Last 90 Days- 85
		Multi-Eng - 134
		Rotorcraft - 6350

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE APPROACHING THE ARPT THE ENG BEGAN TO SURGE. THE PLT ELECTED TO MAKE A PRECAUTIONARY OFF APRT LANDING. DURING TOUCHDOWN ON A DOWNHILL SLOPE FROM AN AUTOROTATION, THE MAIN ROTOR CONTACTED THE TAIL BOOM. POST CRASH EXAM OF THE HELICOPTER REVEALED THE FUEL SYSTEM CONTAINED APPROXIMATELY 10 GALLONS OF FUEL. THE ENG WAS OPERATED WITH NO EVIDENCE OF FAILURE OR MALFUNCTION. THE PLT STATED HE HAD DEPARTED APPROXIMATELY 1 HOUR AND 45 MINUTES BEFORE THE ACCIDENT. THE HELICOPTER HAD 50 GALLONS OF FUEL AT DEPARTURE AND ACCORDING TO BELL HELICOPTER THE HELICOPTER BURNS 25 GALLONS PER HOUR. ACCORDING TO A BELL HELICOPTER REPRESENTATIVE, FUEL STARVATION COULD OCCUR WITH UP TO 10 GALLONS OF FUEL IF THE BOOST PUMPS ARE NOT USED.

Brief of Accident (Continued)

File No. - 950

2/23/89

HARDING TWNP,NJ

A/C Reg. No. N5754J

Time (Lc1) - 1830 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LIGHT CONDITION - NIGHT
 5. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 6. TERRAIN CONDITION - DOWNHILL
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOTS ATTEMPT TO CONDUCT THE FLIGHT WITH LESS THAN REQUIRED FUEL RESULTING IN LOSS OF ENGINE POWER AND SUBSEQUENT
DAMAGE TO THE HELICOPTER WHILE PERFORMING AN AUTOROTATIVE LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 914 7/19/89 CIMARRON,NM A/C Reg. No. N26208 Time (Lcl) - 0730 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	3
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-550-B	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	OFF AIRPORT/STRIP
Method - N/A	CIMARRON,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SANTA FE,NM	PRIVATE AIRSTRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - 4000/ 40
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 - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 953
SE LAND	Months Since - 11	Last 24 Hrs - 0
	Aircraft Type - A36	Make/Model- 246
		Last 30 Days- 22
		Instrument- 183
		Last 90 Days- 39
		Multi-Eng - 11
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT AND WITNESSES, THE WINDS WERE LIGHT AND VARIABLE AND CHANGED DIRECTION DURING TAKEOFF. DENSITY ALTITUDE AT THE TIME OF TAKEOFF WAS APRX 8,000 FT. DURING THE TAKEOFF THE ACFT WOULD NOT CLIMB OUT OF GROUND EFFECT. THE ACFT DRIFTED TO THE LEFT AND SETTLED INTO A ROCKY AREA OFF THE SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 914

7/19/89

CIMARRON,NM

A/C Reg. No. N26208

Time (Lcl) - 0730 MDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - UNFAVORABLE WIND
3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
5. ABORT - NOT PERFORMED - PILOT IN COMMAND
6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO PROPERLY PLAN HIS FLIGHT. HE FAILED TO TAKE INTO ACCOUNT THE CHANGABLE WINDS AND THE HIGH DENSITY ALTITUDE THAT EXISTED AT THE AIRSTRIP WHEN HE ATTEMPTED TO TAKEOFF. A PROPER CLIMB RATE WAS NOT POSSIBLE AND THE AIRCRAFT STALLED/MUSHED INTO THE GROUND.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 860 8/13/89 SANTA FE, NM A/C Reg. No. N3077X Time (Lcl) - 1330 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	2	0
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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ALBUQUERQUE, NM	SANTA FE MUNI
Wind Dir/Speed- 020/010 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6304/ 150
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 457
SE LAND	Months Since - 0	Make/Model- 146
	Aircraft Type - A36	Instrument- 66
		Multi-Eng - 1
		Last 24 Hrs - UNK/NR
		Last 30 Days- 20
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE LEANED THE MIXTURE PRIOR TO TAKEOFF. THE DENSITY ALTITUDE WAS ABOUT 9300 FT. AFTER TAKEOFF, THE ENGINE SPUTTERED AND THE PILOT INCREASED THE MIXTURE TO FULL RICH. HOWEVER, THE ENGINE LOST POWER AND A FORCED LANDING WAS MADE ON ROUGH, DESERT TERRAIN. THE OPERATOR'S MANUAL FOR THIS AIRCRAFT SPECIFIED THAT TAKEOFF SHOULD BE MADE WITH THE MIXTURE SET AT FULL RICH, REGARDLESS OF THE ALTITUDE, SINCE "THE ENGINE-DRIVEN ALTITUDE COMPENSATING FUEL PUMP WILL AUTOMATICALLY LEAN ENGINE MIXTURE."

Brief of Accident (Continued)

File No. - 860

8/13/89

SANTA FE,NM

A/C Reg. No. N3077X

Time (Lcl) - 1330 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - STARVATION
2. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER USE OF THE MIXTURE CONTROL BY THE PILOT DURING TAKEOFF WHICH RESULTED IN FUEL STARVATION. ROUGH/UNEVEN
TERRAIN CONTRIBUTED TO THE AIRCRAFT DAMAGE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 942 1/01/89 SPECULATOR,NY A/C Reg. No. N1432D Time (Lcl) - 1800 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	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 170A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 3

Eng Make/Model - CONTINENTAL O-300
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC

Itinerary

Last Departure Point
TROY,NY
Destination
TUPPER LAKE,NY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

Wind Dir/Speed-
Visibility - 50.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

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 - 52
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	244	Last 24 Hrs -	2
Make/Model-	41	Last 30 Days-	10	
Instrument-	0	Last 90 Days-	32	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES ABOUT 20 MILES NORTH OF SPECULATOR, NEW YORK AND WAS DEMOLISHED. WEATHER REPORTED AT THE TIME OF DEPARTURE WAS CLEAR SKIES. HOWEVER, AS THE FLIGHT APPROACHED IT'S DESTINATION, WEATHER BEGAN TO DETERIORATE AND THE PILOT DEVERTED TO GLENS FALLS, NEW YORK. DURING DESCENT IN DARKNESS, AIRCRAFT COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 942

1/01/89

SPECULATOR,NY

A/C Reg. No. N1432D

Time (Lc1) - 1800 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

1. OBJECT - TREE(S)
 2. LIGHT CONDITION - DARK NIGHT
 3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INACCURATE INFLIGHT PLANNING AND DECISIONS BY THE PILOT WHO INADVERTENTLY FLEW HIS AIRCRAFT FROM VFR INTO INSTRUMENT
METEOROLOGICAL CONDITIONS WHILE MAKING A DESCENT AT NIGHT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 940 1/18/89 RONKONKOMA,NY A/C Reg. No. N9021M Time (Lcl) - 1304 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - ROBINSON R-22HP	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

-----Environment/Operations Information-----

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	SHIRLEY,NY	LONG ISLAND MACARTHUR
Wind Dir/Speed- 200/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 360
	Months Since - 3	Make/Model- 345
HELICOPTER	Aircraft Type - R-22	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 360

Instrument Rating(s) - NONE

-----Narrative-----

THE ROBINSON R-22HP TOOK OFF AND CRASHED ON THE AIRPORT IMMEDIATELY AFTER GETTING AIRBORNE. THERE WERE NO WITNESSES AND THE PILOT SAID HE DID NOT REMEMBER WHAT HAPPENED. THE MAIN ROTOR EXHIBITED SIGNS OF LOW ROTOR RPM AND THE FUSELAGE SHOWED SIGNS OF HIGH VERTICAL IMPACT FORCES. THE MAIN ROTOR HEAD AND THE FREEWHEELING CLUTCH WERE BOTH FREE TO ROTATE. NO EVIDENCE OF CONTROL MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 940

1/18/89

RONKONKOMA, NY

A/C Reg. No. N9021M

Time (Lcl) - 1304 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. ROTOR RPM - 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 IMPROPER OPERATION OF THE ROTORCRAFT FLIGHT CONTROLS AND A RESULTING LOW ROTOR RPM CONDITION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 859 5/23/89 DAYTON, OH A/C Reg. No. N5082S Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TEST FLT
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

-----Aircraft Information-----

Make/Model - ROCKWELL 114
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3150
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-T4A5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 350/012 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 1900 FT SCATTERED

Lowest Ceiling - 5500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

DAYTON-NEW LEBANON

Runway Ident - 04

Runway Lth/Wid - 4000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 67
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total - 977 Last 24 Hrs - 1
Make/Model- 5 Last 30 Days- 5
Instrument- UNK/NR Last 90 Days- 5
Multi-Eng - 50 Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO CHECK THE AVIONICS IN THE ACFT. THE START, TAXI & RUN-UP WERE NORMAL. THE PLT RPRTD THAT AS HE WAS TAKING OFF WITH A LEFT X-WIND, THE ACFT ENCOUNTERED A GUST OR SHEAR AT ABOUT 40' AGL. AT THAT TIME, THE STALL WARNING WAS ACTIVATED & THE PLT WAS UNABLE TO MAINTAIN CONTROL OF THE ACFT. SUBSEQUENTLY, IT CONTACTED THE GROUND ON THE LEFT SIDE OF THE RWY & CAME TO REST WITH DAMAGE TO BOTH WING TIPS, THE PROP & THE NOSE & RIGHT MAIN LANDING GEAR. THE PLT NOTED THAT THERE WAS A ROW OF TREES ALONG THE LEFT SIDE OF THE RWY. HE HAD BEEN DENIED A MED CERT ON 1/18/89.

Brief of Accident (Continued)

File No. - 859

5/23/89

DAYTON, OH

A/C Reg. No. N5082S

Time (Lcl) - 1330 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. WEATHER CONDITION - WINDSHEAR
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 6. STALL - INADVERTENT - PILOT IN COMMAND
 7. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER COMPENSATION FOR WIND CONDITIONS AND INADEQUATE AIRSPEED WHICH RESULTED IN AN INADVERTENT STALL
AFTER LIFT-OFF. THE WIND CONDITIONS AND THE PILOT'S LACK OF FAMILIARITY WITH THE ACFT WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 893 6/08/89 ELYRIA,OH A/C Reg. No. N2529D Time (Lcl) - 2045 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
1

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 020/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

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

LORAIN COUNTY
Runway Ident - 07
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 44

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 215 Last 24 Hrs - 1
Make/Model- 50 Last 30 Days- 1
Instrument- 0 Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON THE ROLL-OUT AFTER LANDING WHEN IT BEGAN TO PULL TO THE RIGHT. SUBSEQUENTLY, IT WENT OFF THE RIGHT SIDE OF THE RWY & CAME TO REST WITH THE RIGHT MAIN GEAR COLLAPSED. AN EXAM REVEALED THE ATTACHING BOLTS FOR THE RIGHT MAIN GEAR HAD FAILED. THE BOLTS HAD BEEN INSTALLED IN AUGUST OF 1983 IAW AD 83-05-04. SINCE THAT TIME, THE ACFT HAD ACCUMULATED 2467 HRS OF FLT TIME. PIPER SERVICE BULLETING (S/B) #673B, DATED 10/2/86, RECOMMENDED THAT THE ATTACHING BOLTS BE REPLACED WITH NEW HIGHER STRENGTH BOLTS. S/B #673B HAD NOT BEEN INCORPORATED ON THIS ACFT.

Brief of Accident (Continued)

File No. - 893

6/08/89

ELYRIA, OH

A/C Reg. No. N2529D

Time (Lc1) - 2045 EDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - SHEARED
2. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - COMPANY/OPERATOR MGMT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE (SHEARING) OF THE RIGHT MAIN GEAR ATTACHING BOLTS. A CONTRIBUTING FACTOR WAS: FAILURE OF THE OWNER/OPERATOR
TO COMPLY WITH SERVICE BULLETIN #673B.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 883 8/06/89 GARRETTSVILLE, OH A/C Reg. No. N5131M Time (Lc1) - 1300 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	1	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC12-D	Eng Make/Model - CONTINENTAL A-65-8F	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	GATES
Wind Dir/Speed- 250/008 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 2800 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	SOFT
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 - 550
SE LAND	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172RG	Make/Model- 25
		Last 30 Days- UNK/NR
		Instrument- 25
		Last 90 Days- UNK/NR
		Multi-Eng - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO WITNESSES, THE ACFT WAS IN A SLIGHT LEFT TURN, CROSSING OVER TREES ON FINAL APCH FOR LANDING, WHEN IT "VIOLENTLY TURNED" AS IF A WING HAD STALLED. SUBSEQUENTLY, IT CRASHED IN A LEFT WING LOW, NOSE DOWN ATTITUDE. DUE TO A HEAD INJURY, THE PLT WAS UNABLE TO REMEMBER THE ACDNT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT.

Brief of Accident (Continued)

File No. - 883

8/06/89

GARRETTSVILLE, OH

A/C Reg. No. N5131M

Time (Lcl) - 1300 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. STALL/SPIN - 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:
THE PILOT DID NOT MAINTAIN ADEQUATE AIRSPEED AND ALLOWED THE AIRCRAFT TO INADVERTENTLY ENTER A STALL/SPIN. TURBULENCE
WAS CONSIDERED TO BE A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 934 8/06/89 CIRCLEVILLE, OH A/C Reg. No. N4JK Time (Lcl) - 1049 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-CRUISE	ON GROUND	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- KEENER ROTORWAY/EXEC	Eng Make/Model	- ROTORWAY/EXEC RW-152	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1320	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 152 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point CHILLICOTHE, OH</p> <p>Destination CHILLICOTHE, OH</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN 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>PRIVATE</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - H-300C</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 156</p> <p>Make/Model- 53</p> <p>Instrument- 0</p>	<p>Last 24 Hrs - 2</p> <p>Last 30 Days- 22</p> <p>Last 90 Days- 46</p> <p>Rotorcraft - 90</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE ACCIDENT HELICOPTER SMELLED AND SAW SMOKE IN THE COCKPIT, AND NOTED A LOW OIL PRESSURE INDICATION DURING CRUISE FLIGHT. THE PILOT PERFORMED AN AUTOROTATION IN A FIELD. AFTER LANDING, FLAMES WERE OBSERVED IN THE AREA OF THE EXHAUST MANIFOLD. TWO HANDHELD FIRE EXTINGUISHERS WERE EXPENDED ON THE FLAMES, BUT EFFORTS TO PUT OUT THE FIRE WERE UNSUCCESSFUL AND THE HELICOPTER WAS DESTROYED. EXAMINATION OF THE WRECKAGE DETERMINED THAT OIL MOST PROBABLY WAS LEAKING FROM A SPLIT IN THE OIL PRESSURE LINE.

Brief of Accident (Continued)

File No. - 934

8/06/89

CIRCLEVILLE, OH

A/C Reg. No. N4JK

Time (Lcl) - 1049 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM, OIL LINE - RUPTURED

Occurrence #2 FIRE/EXPLOSION

Phase of Operation CRUISE - NORMAL

Finding(s)

2. FLUID, OIL - LEAK
3. EXHAUST SYSTEM, MANIFOLD -
4. FLUID, OIL - FIRE

Occurrence #3 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
MATERIAL FAILURE OF AN OIL LINE ALLOWING OIL TO ESCAPE AND IGNITE AS IT TOUCHED HOT EXHAUST MANIFOLD SURFACES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 854 8/13/89 WADSWORTH, OH A/C Reg. No. N16LL Time (Lcl) - 2000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					2
					1

-----Aircraft Information-----

Make/Model - PIPER PA-34-200	Eng Make/Model - LYCOMING IO-360-C1E6	ELT Installed/Activated - YES/NO
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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CLEVELAND, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WELTZIEN SKYPARK
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 21
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 37
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 870
SE LAND, ME LAND	Months Since - 1	Make/Model- 23
	Aircraft Type - PA-34	Instrument- 90
		Multi-Eng - 40
		Last 24 Hrs - 4
		Last 30 Days- 137
		Last 90 Days- 415

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) & STUDENT PLT WERE ON A PERSONAL FLT IN AN ACFT EQUIPPED WITH PEDAL BRAKES ON THE LEFT SIDE ONLY, BUT THE PARKING BRAKE WAS ACCESSIBLE TO BOTH PLTS. THE CFI ALLOWED THE STUDENT TO OCCUPY THE LEFT FRONT SEAT WHERE HE WOULD BE RESPONSIBLE FOR OPN OF THE NORMAL BRAKES. DRG THE APCH TO LND, THE CFI REMINDED THE STUDENT THAT THE BRAKES WERE ON THE STUDENT'S SIDE. THE CFI RPRTD "I FLEW THE AIRPLANE AT THE NORMAL APPROACH SPEEDS AND SLOWED IT RIGHT DOWN ON TOUCHDOWN SO THAT BRAKING WOULD BE LITTLE OR ALMOST NONE AT ALL." THE APCH WAS NORMAL UNTIL TOUCHDOWN, "THEN THE ACFT STARTED PULLING TO THE LEFT AS IF SOMEONE HAD LOCKED UP THE LEFT BRAKE." THE CFI TOLD THE STUDENT TO "GET OFF THE BRAKE" & THE STUDENT INDCD HE DID NOT APPLY BRAKING. THE ACFT SLID SIDEWAYS, THE LEFT MAIN GEAR COLLAPSED & THE LEFT WING HIT THE TIRE OF ANOTHER ACFT. AN EXAM OF THE BRAKES REVEALED NO SIGN OF A MALFUNCTION. THE CFI HAD JUST RCVD HIS MULTI-ENG RATING ON 7/23/89. HE HAD ONLY 40 HRS OF MULTI-ENG FLT TIME, OF WHICH, 23 HRS WERE IN THIS MAKE & MODEL.

Brief of Accident (Continued)

File No. - 854

8/13/89

WADSWORTH, OH

A/C Reg. No. N16LL

Time (Lc1) - 2000 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
2. BRAKES(NORMAL) - NOT POSSIBLE - PILOT IN COMMAND(CFI)
3. DIRECTIONAL CONTROL - NOT MAINTAINED -
4. LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI)
5. LACK OF TOTAL EXPERIENCE - DUAL STUDENT
6. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 GEAR COLLAPSED

Phase of Operation LANDING

Finding(s)

7. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #3 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING

Finding(s)

8. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE SUPERVISION OF THE FLIGHT BY THE PILOT-IN-COMMAND (CFI) WHICH RESULTED IN LOSS OF DIRECTIONAL CONTROL OF
THE AIRCRAFT. CONTRIBUTING FACTORS WERE: LACK OF RECENT EXPERIENCE IN THE TYPE OF OPERATION BY THE CFI, LACK OF TOTAL
EXPERIENCE BY THE STUDENT PILOT, AND THE PARKED AIRCRAFT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 865

9/22/89

MEDINA, OH

A/C Reg. No. N9332L

Time (Lcl) - 1745 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - AMERICAN AA-1A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 040/006 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds - PART OBS

Lowest Ceiling - 500 FT BROKEN

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NORWALK, OH

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

MEDINA FREEDOM FIELD

Runway Ident - 09

Runway Lth/Wid - 3556/ 100

Runway Surface - ASPHALT

Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 321	Last 24 Hrs -	1
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Make/Model-	UNK/NR	Last 30 Days-	8
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Instrument-	3	Last 90 Days-	23
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER ARRIVING AT MEDINA, ON A FLT FROM NORWALK, THE PLT ENCOUNTERED WIND, TURBULENCE & HEAVY RAIN SHOWERS, AND HAD DIFFICULTY FLYING THE ACFT. HE MADE GO-AROUNDS FROM THE 1ST 2 APCHS TO LAND. HE LANDED AFTER THE 3RD APCH & THE ACFT PORPOISED AFTER TOUCHDOWN. THE PLT APPLIED POWER & RECOVERED FROM THE PORPOISE. BY THEN, THE ACFT WAS ABOUT 3/4 OF THE WAY DOWN THE RWY. THE PLT ELECTED TO CONTINUE THE LANDING, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. AFTER DEPARTING THE RWY, THE ACFT HIT SHRUBS & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 865

9/22/89

MEDINA, OH

A/C Reg. No. N9332L

Time (Lcl) - 1745 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - TURBULENCE
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. FLARE - IMPROPER - PILOT IN COMMAND
8. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
9. PORPOISE - INADVERTENT - PILOT IN COMMAND

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

10. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

11. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER FLARE AND RECOVERY FROM A BOUNCED LANDING AND HIS IMPROPER PLANNING/DECISION WHICH RESULTED IN A SITUATION FROM WHICH AN OVERRUN OCCURRED. CONTRIBUTING FACTORS WERE: THE WEATHER CONDITIONS, FAILURE OF THE PILOT TO OBTAIN A WEATHER BRIEFING, HIS CONTINUED FLIGHT INTO ADVERSE WEATHER (IMC), AND HIS INADVERTENT ENTRY INTO A PORPOISE DURING THE LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 879 9/24/89 LEBANON, OH A/C Reg. No. N55357 Time (Lcl) - 1825 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	3

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
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/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 050/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TIFFIN, OH
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

LEBANON-WARREN COUNTY
Runway Ident - 36
Runway Lth/Wid - 4000/ 65
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 63
Last 24 Hrs - 2
Make/Model- 17
Last 30 Days- 19
Instrument- UNK/NR
Last 90 Days- 19
Multi-Eng - 0
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT DURING AN APCH TO LAND, HE WAS FOLLOWING SLOW TRAFFIC. HE SAID HE MAINTAINED SLOW FLT ON FINAL APCH UNTIL THE PRECEDING ACFT CLEARED THE RWY. HE THEN NOTICED HIS AIRSPEED WAS TOO SLOW & APPLIED FULL POWER; HOWEVER, THE ACFT DROPPED TO THE RWY. THE PLT MAINTAINED FULL POWER IN AN ATTEMPT TO GO AROUND. HE SAID HE WAS UNABLE TO MAINTAIN AIRSPEED/ALTITUDE. THE ACFT HIT THE GROUND AGAIN & THE LANDING GEAR COLLAPSED, THEN THE ACFT SLID ACROSS A PARALLEL TAXIWAY & CAME TO A STOP.

Brief of Accident (Continued)

File No. - 879

9/24/89

LEBANON, OH

A/C Reg. No. N55357

Time (Lcl) - 1825 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 3. LEVEL OFF - NOT POSSIBLE -
 4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ABORTED

Finding(s)

5. RECOVERY FROM BOUNCED LANDING - INITIATED -
 6. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
 7. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 8. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ABORTED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT ALLOWED HIS FINAL APPROACH AIRSPEED TO GET TOO SLOW, HE DELAYED IN INITIATING REMEDIAL ACTION, THEN
ATTEMPTED AN ABORTED LANDING WITH INADEQUATE AIRSPEED, WHICH RESULTED IN AN INADVERTENT STALL. THE PILOT'S LACK
TOTAL EXPERIENCE WAS CONSIDERED A POSSIBLE CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 959 1/09/89 PAWHUSKA,OK A/C Reg. No. N4521S Time (Lcl) - 1710 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - BEECH V35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-BA
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR

Basic Weather - VMC
Wind Dir/Speed- 160/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
STILLWATER,OK
Destination
ST. LOUIS,MO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PAWHUSKA, OK
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY
ROUGH

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - T-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 565
Last 24 Hrs - UNK/NR
Make/Model- 7
Last 30 Days- 8
Instrument- UNK/NR
Last 90 Days- 47
Multi-Eng - UNK/NR
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

A LOSS OF POWER OCCURRED AT 5,500 FEET WHEN THE CABIN DOOR POPPED OPEN AND THE PILOT SLID FROM THE LEFT SEAT TO THE RIGHT SEAT TO CLOSE IT. WHEN THE THROTTLE WAS ADVANCED THERE WAS NO RESPONSE. THE FUEL SELECTOR WAS FOUND POSITIONED BETWEEN TANKS, EFFECTIVELY SHUTTING OFF THE FUEL SUPPLY TO THE ENGINE. THE AIRPLANE WAS DAMAGED WHEN IT COLLIDED WITH A FENCE DURING THE FORCED LANDING.

Brief of Accident (Continued)

File No. - 959

1/09/89

PAWHUSKA,OK

A/C Reg. No. N4521S

Time (Lcl) - 1710 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,SELECTOR VALVE - SWITCHED OFF
2. FUEL TANK SELECTOR POSITION - INADVERTENT ACTIVATION - PILOT IN COMMAND
3. FLUID,FUEL - STARVATION
4. FUEL TANK SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - NOT PERFORMED - 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)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. LIGHT CONDITION - DUSK
8. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FUEL TANK SELECTOR VALVE BEING INADVERTENTLY SWITCHED OFF AND THE PILOT'S EMERGENCY PROCEDURES INADEQUATE IN DISCOVERING
AND CORRECTING THE PROBLEM. THIS RESULTED IN THE FUEL STARVATION RELATED POWER LOSS. CONTRIBUTING TO THE ACCIDENT
WAS THE ROUGH TERRAIN ON WHICH THE FORCED LANDING WAS PERFORMED AND THE FENCE WHICH WAS CONTACTED.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1000 5/26/89 ARDMORE,OK A/C Reg. No. N2202C Time (Lcl) - 1715 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 2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELL 47D-1	Eng Make/Model - FRANKLIN 210	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 - 2	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ARDMORE DOWNTOWN
Wind Dir/Speed- 350/013 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE	SIMULATED FORCED LANDING	
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 - UNK/NR	Total - 343
SE LAND	Months Since - UNK/NR	Make/Model- 95
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 48
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 101
		Rotorcraft - 95

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS DAMAGED AS A RESULT OF A HARD LNDG DURING A PRACTICE TOUCHDOWN AUTOROTATION THAT WAS BEING DEMONSTRATED BY THE CFI TO THE STUDENT PLT. WINDS HAD INCREASED DURING THE INSTRUCTIONAL FLT TO THE PT THAT THE STUDENT WAS HAVING A HARD TIME CONTROLLING THE ACFT, WHEN THE CFI DECIDED TO DEMONSTRATE AUTOROTATIONS. DURING THE 2ND AUTO, THE ACFT DEVELOPED A HIGH SINK RATE DURING FINAL DESCENT WHICH THE CFI COULD NOT ARREST PRIOR TO THE HARD LANDING. THE CFI STATED THAT THE WINDS WERE NORTHERLY AT 13 KTS GUSTING TO 21 KTS AND THAT HE FELT THEY CONTRIBUTED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1000

5/26/89

ARDMORE, OK

A/C Reg. No. N2202C

Time (Lcl) - 1715 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
 5. POWER ON LANDING - NOT PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE FLIGHT INSTRUCTOR FAILED TO RECOGNIZE THAT THE AIRCRAFT WAS DEVELOPING A DANGEROUS SINK RATE DURING THE
AUTOROTATION AND TAKE CORRECTIVE ACTION BY EXECUTING A POWER RECOVERY. CONTRIBUTING TO THE ACCIDENT WERE THE GUSTY
WIND CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 885 6/12/89 CHEMULT,OR A/C Reg. No. N1365E Time (Lcl) - 1600 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL OBSERVATION	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SUNRIVER,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KLAMATH FALLS,OR	Runway Ident - N/A
Wind Dir/Speed- 340/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 8700
SE LAND,ME LAND	Months Since - 11	Make/Model- 2000
	Aircraft Type - C-172	Instrument- 1547
		Last 24 Hrs - 6
		Last 30 Days- 22
		Last 90 Days- 49
		Rotorcraft - 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & PASSENGER WERE CONDUCTING AN EAGLE SURVEY FLT. THEY MADE A PASS OVER AN EAGLE'S NEST, NORTH OF LEMOLO LAKE TO COUNT NEWLY HATCHED EAGLETS, BUT WERE UNSUCCESSFUL. THE PLT DESCENDED TO ABOUT 400 FT AGL & WAS ON THE 2ND PASS, WHEN THE ACFT ENCOUNTERED DOWNDRAFTS. HE SAID HE APPLIED FULL POWER, BUT WAS UNABLE TO STOP A RAPID DESCENT IN TIME TO AVOID IMPACT WITH TREES. THE TERRAIN IN THAT AREA SLOPED UPWARD TO THE NORTH TO A BUTTE. ABOUT 52 MI WEST AT ROSEBURG, OR, THE 1548 PDT WIND WAS FROM 340 DEG AT 8 KTS. DENSITY ALT AT THE ACDNT SITE WAS COMPUTED TO BE 5570 FT.

Brief of Accident (Continued)

File No. - 885

6/12/89

CHEMULT,OR

A/C Reg. No. N1365E

Time (Lcl) - 1600 PDT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. LOW PASS - PERFORMED -
 3. WEATHER CONDITION - DOWNDRAFT
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 5. DIVERTED ATTENTION - PILOT IN COMMAND
 6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 7. OBJECT - TREE(S)
 8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER INFLIGHT PLANNING/DECISION BY THE PILOT, WHICH RESULTED IN A SUDDEN ALTITUDE DEVIATION, AND HIS DELAY IN
INITIATING REMEDIAL ACTION TO MAINTAIN CLEARANCE FROM THE TREES. CONTRIBUTING FACTORS WERE THE DOWNDRAFTS, HIGH
DENSITY ALTITUDE, THE PILOT DIVERTING ATTENTION, AND THE TREES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 956 3/04/89 W. COLUMBIA, SC A/C Reg. No. N601RF Time (Lcl) - 1254 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 180J	Eng Make/Model - CONTINENTAL O-470-S	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CARROLLTON, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	COLUMBIA METROPOLITAN
Wind Dir/Speed- 020/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4999/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 5600
SE LAND, ME LAND	Months Since - 10	Make/Model- 1500
	Aircraft Type - C-80J	Instrument- 737
		Multi-Eng - 38
		Last 24 Hrs - 9
		Last 30 Days- 38
		Last 90 Days- 111
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RT MAIN LANDING GEAR COLLAPSED AND SEPARATED FROM THE AIRPLANE DURING LDG ROLLOUT. EXAMINATION REVEALED THAT THE AN7-20A ATTACHMENT BOLT & MS20365-720C NUT HAD STRIPPED & SEPARATED. THE BOLT EXHIBITED EVIDENCE OF HAVING BEEN LOOSE PRIOR TO THE FAILURE. EXAMINATION OF THE AIRPLANE LOGS REVEALED NO ENTRIES PERTAINING TO RT MLG MAINTENANCE, OR ANY AIRFRAME REPAIRS, WHICH WOULD HAVE REQUIRED REMOVAL & REINSTALLATION OF THE GEAR.

Brief of Accident (Continued)

File No. - 956

3/04/89

W. COLUMBIA, SC

A/C Reg. No. N601RF

Time (Lcl) - 1254 EST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - UNDERTORQUED
 2. MAINTENANCE, INSTALLATION - IMPROPER - UNKNOWN
 3. LANDING GEAR, MAIN GEAR ATTACHMENT - STRIPPED THREAD
 4. LANDING GEAR, MAIN GEAR ATTACHMENT - SEPARATION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER TORQUING OF THE ATTACHMENT BOLT DURING INSTALLATION BY UNKNOWN PERSON(S), WHICH RESULTED IN THE SEPARATION OF
THE BOLT AND NUT AND SUBSEQUENT SEPARATION OF THE MAIN LANDING GEAR FROM THE AIRPLANE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 858 6/02/89 MYRTLE BEACH, SC A/C Reg. No. N1652G Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BANNER TOW
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 - CHAMPION 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 150/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

BARNSTORMER FIELD
Runway Ident - 23
Runway Lth/Wid - 2000/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 852	Last 24 Hrs -	0
Make/Model-	65	Last 30 Days-	100
Instrument-	70	Last 90 Days-	142
Multi-Eng -	14		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DROPPING A BANNER, THE PLT ELECTED TO MAKE A 3-POINT LNDG AT THE SMALL PVT ARPT. HE RPRTD THAT JUST BEFORE TOUCHDOWN, THE ACFT ENCTRD A DOWNDRAFT & HE INCREASED BACK PRESSURE ON THE CONTROL STICK TO BREAK THE DESCENT. THE ACFT CONTACTED THE RWY TAIL 1ST & BOUNCED. SUBSEQUENTLY, IT SWERVED UNCONTROLLABLY TO THE LEFT, WENT OFF THE RWY & NOSED OVER IN AN ADJACENT BEAN FIELD. AN EXAM OF THE ACFT REVEALED THE RUDDER WAS JAMMED TO THE LEFT (BTN THE #1 & #2 RELEASE MECHANISMS). THE BANNER RELEASE SYS HAD RECENTLY BEEN MODIFIED FROM A SINGLE HOOK TO A MULTIPLE HOOK SYS. (ADVISORY CIRCULAR 43.13-2A WAS USED AS A GUIDE FOR THIS INSTLN, ALTHO IT DID NOT CONTAIN INSTRNS FOR INSTLN OF A MULTIPLE HOOK SYS). THE PLT RPRTD THE WIND WAS FROM 230 DEG AT 10 GUSTING 15 KTS. APRX 15 MI NE AT MYRTLE BEACH, THE 1355 EDT WIND WAS FROM 150 DEG AT 10 KTS.

Brief of Accident (Continued)

File No. - 858

6/02/89

MYRTLE BEACH, SC

A/C Reg. No. N1652G

Time (Lc1) - 1330 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - DOWNDRAFT
4. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. GLIDER LAUNCH/TOW EQUIPMENT - OVERLOAD
6. FLIGHT CONTROL, RUDDER - JAMMED
7. DIRECTIONAL CONTROL - NOT POSSIBLE -
8. GROUND LOOP/SWERVE

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - CROP
10. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER FLARE/LEVEL-OFF FOR LANDING BY THE PILOT. THE WIND AND TERRAIN CONDITIONS WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 962 6/03/89 N. MYRTLE BEACH, SC A/C Reg. No. N6367G Time (Lcl) - 1640 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - OTHER WORK USE	Fire	Crew 1	0	0	0
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150K	Eng Make/Model - LYCOMING O-320-D2G	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 - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	GRAND STRAND
Wind Dir/Speed- 190/012 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5996/ 100
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 634
SE LAND	Months Since - 17	Make/Model- 200
	Aircraft Type - C-172	Instrument- 8
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD MADE A MULTIPLE TOW FLIGHT OF 4.1 HOURS WITH FIVE BANNER PICK UPS AND DROPS BEFORE STOPPING FOR FUEL. AFTER REFUELING, HE MADE ONE TOW OF 0.9 HOUR BEFORE RETURNING TO DROP THE BANNER. HE HAD BEEN CLEARED FOR RIGHT TRAFFIC TO DROP THE BANNER ALONGSIDE RUNWAY 23 AT GRAND STRAND. THE BANNER DID NOT DROP AND THE PILOT MADE A RIGHT TURN ACROSS THE INLAND WATERWAY. THE BANNER THEN DROPPED INTO THE WATER. THE AIRPLANE WAS OBSERVED TO MAKE A STEEP RIGHT BANK, THEN "ENTER INTO A RIGHT SPIRAL INTO THE TREES". AFTER ABOUT 4-5 MINUTES SMOKE WAS OBSERVED AT THE CRASH SITE. ONE BANNER PICK UP HOOK WAS FOUND IN THE WRECKAGE AND ALL FIVE BANNER TOW HOOKS WERE FOUND IN THE OPEN POSITION. THE COCKPIT BANNER RELEASE CONTROLS CONSISTED OF FIVE RINGS ATTACHED TO THE RELEASE CABLES AND WAS MOUNTED ON THE FLOOR IN FRONT OF THE RIGHT SEAT.

Brief of Accident (Continued)

File No. - 962

6/03/89

N. MYRTLE BEACH, SC

A/C Reg. No. N6367G

Time (Lcl) - 1640 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. SIGN TOWING EQUIPMENT - UNMARKED
2. MANEUVER - ABRUPT - PILOT IN COMMAND
3. ACFT/EQUIP, INADEQUATE CONTROL LOCATION - COMPANY/OPERATOR MANAGEMENT
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. FATIGUE - PILOT IN COMMAND
6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
7. DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S CONFUSION AND DIVERTED ATTENTION REGARDING THE MULTIPLE BANNER RELEASE SYSTEM IN THE COCKPIT RESULTING IN
AN INADVERTENT STALL/SPIN INTO THE TERRAIN FROM A LOW ALTITUDE. ALSO CAUSAL WAS THE PILOT ATTEMPTING THE ABRUPT
MANEUVER AT THE LOW AIRSPEED AND ALTITUDE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 961 6/20/89 GASTON, SC A/C Reg. No. N78TW Time (Lcl) - 1642 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire IN FLIGHT

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - BEECH B-60
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6725
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-5410E1C4
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 - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 110/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GASTONIA, NC
Destination
FORT PIERCE, FL

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

COLUMBIA METRO
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
ME LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - BE-60

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1290	Last 24 Hrs	- 0
Make/Model-	26	Last 30 Days-	6
Instrument-	159	Last 90 Days-	17
Multi-Eng	- 1274		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER OBTAINING A WEATHER BRIEFING IN WHICH HE WAS INFORMED OF THUNDERSTORMS AND CURRENT SIGMETS FOR HIS INTENDED ROUTE OF FLIGHT, THE PILOT ELECTED TO DEPART HIS HOME AIRPORT ON A PERSONAL FLIGHT. AT THE TIME OF DEPARTURE, WITNESSES INDICATED THE PRESENCE OF THUNDERSTORMS ADJACENT TO THE AIRPORT. AFTER TRYING TO OBTAIN HIS IFR CLEARANCE FROM CHARLOTTE, THE PILOT WAS ISSUED HIS IFR CLEARANCE WHEN APPROACHING COLUMBIA, SC. THE PILOT HAD DEVIATED AROUND AT LEAST ONE THUNDERSTORM WHILE APPROACHING COLUMBIA. THE PILOT HAD BEEN CLEARED TO CLIMB TO HIS REQUESTED ALTITUDE OF 17,000 FEET AND HAD REACHED 16,400 WHEN THE RADAR RETURN WAS OBSERVED TO INDICATE A DESCENT AND THEN WAS LOST. WITNESSES ON THE GROUND REPORTED SEEING THE AIRPLANE EXIT THE CLOUDS IN FLAMES. THE EVIDENCE INDICATED THAT THE HORIZONTAL TAIL HAD SEPARATED FOLLOWED BY THE WINGS AND OTHER COMPONENTS OF THE AIRPLANE. NO EVIDENCE OF SEPARATION DUE TO STRUCTURAL WEAKENING FROM HEATING WAS FOUND.

Brief of Accident (Continued)

File No. - 961

6/20/89

GASTON, SC

A/C Reg. No. N78TW

Time (Lc1) - 1642 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM, LEVEL III
 2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 5. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 6. IN FLIGHT WEATHER AVOIDANCE ASSISTANCE - NOT USED - PILOT IN COMMAND
 7. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
 9. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

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 EXERCISED QUESTIONABLE JUDGEMENT IN INITIATING A FLIGHT INTO AN AREA OF KNOWN THUNDERSTORMS. FURTHER, EITHER
DELIBERATELY OR INADVERTANTLY ENTERED A THUNDERSTORM AND OVERSTRESSED THE AIRFRAME STRUCTURE RESULTING IN AN INFLIGHT
SEPARATION OF THE AERODYNAMIC SURFACES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 911 7/08/89 HOLLY HILL, SC A/C Reg. No. N4594T Time (Lcl) - 1115 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA28-140	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SUMMERVILLE, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HOLLY HILL
Wind Dir/Speed- 280/015 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2900/ 150
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1597
SE LAND	Months Since - 18	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 412
		Instrument- 0
		Last 30 Days- 15
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT AFTER THE SHORT FLIGHT FROM SUMMERVILLE TO HOLLY HILL, HE DESCENDED TO 900 FT AGL AND MADE A CIRCUIT OF THE FIELD. HE NOTED THE WIND TO BE FROM 250 DEGREES AT 10-15 KTS BY THE WINDSOCK. HE SET UP FOR A SHORT FIELD APPROACH TO RUNWAY 22. AFTER CLEARING TREES ON THE APPROACH, HE STEEPENED THE DESCENT BY LOWERING THE NOSE. HE CROSSED THE THRESHOLD AT 150 TO 175 FEET AND WHEN 1200 FT PAST THE THRESHOLD, THE AIRPLANE WAS ABOUT 10 FEET OFF THE GROUND. AT THAT TIME HE STATED THAT HE OBSERVED THE WINDSOCK TO SHIFT 180 DEGREES. THE AIRPLANE STARTED TO DROP AND HE APPLIED FULL POWER. THE AIRPLANE HIT HARD, THE NOSE GEAR COLLAPSED AND THE AIRPLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 911

7/08/89

HOLLY HILL, SC

A/C Reg. No. N4594T

Time (Lc1) - 1115 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. PROPER DESCENT RATE - MISJUDGED - PILOT IN COMMAND
 3. FLARE - IMPROPER - PILOT IN COMMAND
 4. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

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:
PILOT MISJUDGED HIS LANDING APPROACH PATH AND CROSSED THE RUNWAY THRESHOLD TOO HIGH TO SAFELY COMPLETE THE LANDING.
HE ALSO FLARED THE AIRPLANE AT TOO HIGH AN ALTITUDE RESULTING IN A STALL TO A HARD TOUCHDOWN ON THE NOSE WHEEL
EXCEEDING THE STRUCTURAL CAPABILITY OF THE STRUT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 863 9/24/89 MT PLEASANT, SC A/C Reg. No. N735BN Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL OBSERVATION	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 182Q	Eng Make/Model	- CONTINENTAL O-470	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	Last Departure Point	ON AIRPORT
Method	COLUMBIA, SC	
Completeness	Destination	Airport Data
Basic Weather	COLUMBIA, SC	EAST COOPER
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 17
Lowest Sky/Clouds	- COMPANY (VFR)	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 3700/ 75
Obstructions to Vision	- VFR	Runway Surface
Precipitation	Type Apch/Lndg	- ASPHALT
Condition of Light	- STRAIGHT-IN	Runway Status
	FULL STOP	- WET

-----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,CFI	Current - YES	Total - 1187	Last 24 Hrs - 11
SE LAND,ME LAND	Months Since - 4	Make/Model - 13	Last 30 Days - 72
	Aircraft Type - PA-44	Instrument - 118	Last 90 Days - 242
		Multi-Eng - 15	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO SURVEY THE AREA & PHOTOGRAPH PROPERTY DAMAGE CAUSED BY HURRICANE HUGO. WHILE IN THE AREA, THE WX BEGAN TO DETERIORATE & THE PLT ELECTED TO LAND AT EAST COOPER ARPT. HE RPRTD THAT WHILE LANDING WITH A TAILWIND, THE ACFT FLOATED OVER HALFWAY DOWN THE RWY BEFORE TOUCHING DOWN. HE WAS UNABLE TO STOP ON THE REMAINING (WET) RWY. AFTER DEPARTING THE RWY, THE ACFT ENCOUNTERED MUDDY TERRAIN & NOSED OVER. THE PLT RPRTD HE DID NOT SEE THE WINDSOCK DUE TO ITS LOCATION & SHREDDED/DIRTY CONDITION (FROM HURRICANE DAMAGE). ALSO, HE NOTED THAT UNICOM WAS NOT AVAILABLE DUE TO THE LACK OF ELECTRICAL POWER AT THE ARPT. THE PLT ESTD THE WX WAS: 1500' OVC, VIS 3 MI WITH LIGHT RAIN & FOG, WIND 15 TO 20 KTS. APRX 13 MI WEST AT CHARLESTON, SC, THE 1550 EDT WX WAS IN PART: 2300' OVC, VIS 7 MI, WIND FROM 050 DEG AT 12 KTS.

Brief of Accident (Continued)

File No. - 863

9/24/89

MT PLEASANT, SC

A/C Reg. No. N735BN

Time (Lcl) - 1630 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - RAIN
5. FLIGHT TO ALTERNATE DESTINATION

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

6. AIRPORT FACILITIES - NOT OPERATING
7. WRONG RUNWAY - SELECTED -
8. WEATHER CONDITION - TAILWIND
9. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
10. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
11. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
12. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
13. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION -

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

14. TERRAIN CONDITION - SOFT
15. TERRAIN CONDITION - WET

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO SLOW THE AIRCRAFT TO THE PROPER LANDING SPEED AT THE PROPER TOUCHDOWN POINT OR GO AROUND.
THE WEATHER CONDITIONS, TAILWIND, LACK OF AIRPORT FACILITIES (UNICOM NOT OPERATING AND WINDSOCK DAMAGED), WET
RUNWAY/HYDROPLANING CONDITIONS, AND MUDDY TERRAIN BEYOND THE END OF THE RUNWAY WERE CONSIDERED TO BE CONTRIBUTING
FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 946 2/12/89 JASPER, TN A/C Reg. No. N588FL Time (Lcl) - 1540 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries	
	Fire	Crew 1	Serious 0	Minor 0
Type of Operation -PERSONAL	NONE	Pass 1	0	0
Flight Conducted Under -14 CFR 91				
Accident Occurred During -DESCENT				

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JASPER, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 060/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT THIN OVC	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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 100
SE LAND	Months Since - 18	Make/Model- 0
	Aircraft Type - C-152	Instrument- 0
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE COLLIDED WITH A TREE DURING LOW ALTITUDE MANEUVERS OVER THE PLTS SISTER'S HOUSE. WITNESSES REPORTED THAT THE AIRPLANE INITIALLY MADE 1 OR 2 DESCENDING LEFT TURNS. THE BANK ANGLE INCREASED SIGNIFICANTLY AT LESS THAN 100 FT AGL, WHICH LED TO AN INCREASED DESCENT RATE. THE AIRPLANE SUBSEQUENTLY COLLIDED WITH A 30 FT HIGH TREE LOCATED ON THE SOUTH END OF A NORTH-SOUTH ORIENTED ROW OF TREES, WHILE ON A NORTHERLY HDG. THE BANK ANGLE AT THE TIME OF IMPACT WAS BETWEEN 45 & 60 DEGREES. EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF PRE-EXISTING MECHANICAL MALFUNCTION OR FAILURE. A NEPHEW OF THE PLT REPORTED THAT THE PLT HAD PERFORMED LOW ALTITUDE TURN MANEUVERS OVER HOUSE ON PRIOR OCCASIONS WHICH CULMINATED IN PULL-UPS NEAR GROUND LEVEL. POST- MORTEM EXAM OF THE PLT BY A PATHOLOGIST REVEALED NO EVIDENCE OF ANY CONDITION WHICH MAY HAVE BEEN CAUSALLY RELATED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 946

2/12/89

JASPER, TN

A/C Reg. No. N588FL

Time (Lc1) - 1540 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - ATTEMPTED - PILOT IN COMMAND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
5. PULL-UP - NOT POSSIBLE -
6. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER HANDLING OF THE AIRPLANE FLIGHT CONTROLS AT LOW ALTITUDE WHICH RESULTED IN AN EXCESSIVE RATE OF
DESCENT AND COLLISION WITH A TREE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 971 5/06/89 MT. PLEASANT, TN A/C Reg. No. N95PB Time (Lcl) - 0200 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 1	1	0	0
Accident Occurred During	-DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- EMBRAER EMB-110-P1	Eng Make/Model	- P&W PT6A-34	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	- 783 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	MEMPHIS, TN	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	MAURY COUNTY
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	Type of Flight Plan	Runway Surface
Lowest Ceiling	Type of Clearance	Runway Status
Obstructions to Vision	Type Apch/Lndg	
Precipitation		
Condition of Light		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current	Total	Last 24 Hrs
SE LAND, ME LAND	Months Since	Make/Model	Last 30 Days
	Aircraft Type	Instrument	Last 90 Days

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER CONDUCTING GROUND TRAINING ALL DAY, THE INSTRUCTOR/DIRECTOR OF OPERATIONS AND HIS TRAINEE FLEW AN EMB-110-P1 TO MEMPHIS TO EXCHANGE AIRPLANES. GROUND FOG HAD STARTED TO FORM PRIOR TO DEPARTURE. AFTER EXCHANGING AIRPLANES, THEY MADE THE RETURN FLIGHT TO COLUMBIA. THEY OBTAINED RADAR VECTORS TO THE FINAL APPROACH COURSE FOR THE SDF AT COLUMBIA. THE THICK FOG RESULTED IN A MISSED APPROACH. DURING THE MISSED APPROACH, THE RUNWAY WAS VISIBLE FROM ABOVE AND THE CREW INDICATED THAT THEY WOULD TRY FOR A VFR APPROACH AND LANDING. THE AIRPLANE COLLIDED WITH TREES 2350 FEET FROM THE RUNWAY IN A WINGS LEVEL ATTITUDE. THE TOPS OF THE TREES WERE BROKEN 41 FEET ABOVE THE RUNWAY THRESHOLD ALTITUDE. THE TRAINEE HAD BEEN WITHOUT REST FOR AT LEAST 30 HOURS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 971

5/06/89

MT. PLEASANT, TN

A/C Reg. No. N95PB

Time (Lcl) - 0200 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - TREE(S)
2. FATIGUE - DUAL STUDENT
3. WEATHER CONDITION - FOG
4. WEATHER EVALUATION - MISJUDGED -
5. LIGHT CONDITION - DARK NIGHT
6. ALTITUDE - INADEQUATE - DUAL STUDENT
7. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
8. IN-FLIGHT PLANNING/DECISION - POOR - 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:
PILOT ATTEMPTED TO MAKE A VFR LANDING IN INSTRUMENT CONDITIONS THAT WERE BELOW MINIMUMS FOR THE PUBLISHED INSTRUMENT
APPROACH AND COLLIDED WITH TREES AND THE GROUND AFTER ALLOWING THE AIRPLANE TO DESCEND BELOW THE PROPER ALTITUDE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 935 6/17/89 KNOXVILLE, TN A/C Reg. No. N714SR Time (Lcl) - 1713 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

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	DOWNTOWN ISLAND
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 55
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 20
		Last 30 Days- 13
		Instrument- 2
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT WAS MAKING A PRACTICE SOLO FLIGHT TO PREPARE FOR HER PRIVATE PILOT CERTIFICATION TEST THE FOLLOWING WEEK. AFTER AN ENGINE RUNUP WHICH RESULTED IN AN EXCESSIVE MAG DROP ON THE FIRST ATTEMPT, SHE ATTEMPTED A TAKEOFF ON RUNWAY 26. SHE HAD USED UP ABOUT HALF OF THE 3,500 FT RWY BEFORE THE AIRSPEED INDICATOR FURNISHED A READING. THE READING DID NOT GET ABOVE 40 MPH DURING THE TAKEOFF RUN. THE ENGINE STARTED RUNNING ROUGH AND SHE DECIDED TO ABORT THE TAKEOFF. THE AIRPLANE VEERED LEFT OFF THE RUNWAY, 183 FEET FROM THE END. IT CONTINUED OVER THE GRASS SURFACE AND INTO THE RIVER/LAKE SURROUNDING THE AIRPORT. THE SKID MARKS FROM THE APPLICATION OF THE MAIN WHEEL BRAKES BEGAN 215 FEET FROM THE END OF THE RUNWAY. THE THROTTLE WAS FOUND IN THE CLOSED POSITION. THE EXHAUST VALVE FOR THE NUMBER FOUR CYLINDER WAS FOUND STUCK IN THE OPEN POSITION. INSPECTION REVEALED THE AIRPLANE WAS 10 HOURS PAST DUE OF IT'S 100 HOUR INSPECTION.

Brief of Accident (Continued)

File No. - 935

6/17/89

KNOXVILLE, TN

A/C Reg. No. N714SR

Time (Lcl) - 1713 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - OPEN
2. MAINTENANCE, 100 HOUR INSPECTION - DELAYED - COMPANY MAINTENANCE PSNL
3. AIRCRAFT PREFLIGHT - NOT UNDERSTOOD - PILOT IN COMMAND
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - WATER
6. ABORTED TAKEOFF - DELAYED - 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 RECOGNIZE THAT THE ENGINE WAS NOT DEVELOPING FULL POWER AND THE DELAY IN PERFORMING REMEDIAL ACTION UNTIL IT WAS TOO LATE TO STOP THE AIRPLANE ON THE RUNWAY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 997 1/18/89 LAREDO, TX

A/C Reg. No. XBDYP

Time (Lcl) - 2043 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	2	0	0
Pass	0	0	0	0

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - DOUGLAS DC-3
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 26900
No. of Seats - 2

Eng Make/Model - P&W R1830-92
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1450 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- CALM

Visibility - 7.0 SM

Lowest Sky/Clouds - 2000 FT

Lowest Ceiling - 2000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

LAREDO, TX

Destination

TORREON, MX

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

LAREDO INT'L

Runway Ident - 35L

Runway Lth/Wid - 7810/ 150

Runway Surface - CONCRETE

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP, FLT ENG

SE LAND, ME LAND

Age - 40

Biennial Flight Review

Current - UNK/NR

Months Since - 2

Aircraft Type - DC-4

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8000

Make/Model- 3800

Instrument- UNK/NR

Multi-Eng - 6000

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 STATED THAT DURING TAKEOFF FROM RUNWAY 35L, THE CO-PILOT ON THE FLIGHT CONTROLS REDUCED LEFT PROPELLER AND RIGHT ENGINE POWER AT AN ALTITUDE OF LESS THAN 100 FEET AGL. HE ATTEMPTED TO RESTORE TAKEOFF POWER WHILE APPLYING FORWARD PRESSURE ON THE CONTROL YOKE, BUT LOST CONTROL OF THE AIRCRAFT AND IMPACTED THE TERRAIN ADJACENT TO THE DEPARTURE RUNWAY. HE FURTHER STATED THAT THE CARGO MAY HAVE SHIFTED TO THE REAR OF THE AIRCRAFT DURING TAKEOFF.

Brief of Accident (Continued)

File No. - 997

1/18/89

LAREDO, TX

A/C Reg. No. XBDYP

Time (Lcl) - 2043 CST

Occurrence #1 CARGO SHIFT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. SECURITY OF CARGO - DISREGARDED - PILOT IN COMMAND
2. PROCEDURE INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED -

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. THROTTLE/POWER CONTROL - REDUCED - COPILOT/SECOND PILOT
5. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT/SECOND PILOT
6. PROPELLER - REDUCED - COPILOT/SECOND PILOT
7. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - GRASS

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PIC'S DISREGARD FOR THE SECURITY OF THE CARGO THAT PERMITTED ITS SHIFT DURING THE TAKEOFF ROLL. THIS RESULTED
IN AN AFT CG SITUATION AND A SUBSEQUENT STALL AND LOSS OF AIRCRAFT CONTROL. A CONTRIBUTING FACTOR IN THE ACCIDENT
WAS THE MISMANAGEMENT OF THE ENGINE POWER BY THE CREW AND THE LACK OF EXPERIENCE OF THE CO-PILOT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 945 1/31/89 NOCONA, TX A/C Reg. No. N59KM Time (Lcl) - 1510 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91		Crew	0	0	0	2
Accident Occurred During	-LANDING	NONE	Pass	0	0	0	

-----Aircraft Information-----

Make/Model	- CESSNA 180B	Eng Make/Model	- CONTINENTAL O-480-K	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	DALLAS, TX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	NOCONA
Wind Dir/Speed	- 230		Runway Ident
Visibility	- UNK/NR	ATC/Airspace	- 14
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- 3200/ 50
Lowest Ceiling	- NONE	Type of Clearance	- ASPHALT
Obstructions to Vision	- NONE	Type Apch/Lndg	- DRY
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 - YES	Total - 13000	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 2	Make/Model - 344	Last 30 Days - 45
	Aircraft Type - B-737	Instrument - 1250	Last 90 Days - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRLINE TRANSPORT RATED PILOT CONDUCTED A FLIGHT TO AN AIRPORT WITH NO WEATHER INFORMATION OTHER THAN THE ATIS AT HIS DEPARTURE POINT. HE ESTIMATED THE LANDING WINDS TO BE 20 KNOTS, GUSTING TO 30 KNOTS AND 90 DEGREES TO HIS LANDING RUNWAY. DURING LANDING ROLLOUT, AT APPROXIMATELY 25 MPH, THE AIRCRAFT DIRECTIONAL CONTROL WAS LOST AND IT DEPARTED THE RUNWAY SURFACE. THE PILOT DID NOT DETECT ANY OBSTRUCTIONS TO THIS PATH AND PERMITTED THE AIRCRAFT TO CONTINUE RATHER THAN GROUND LOOP. THE LEFT MAIN GEAR STRUCK A 12 INCH STEEL CULVERT AND SEPARATED FROM THE FUSELAGE.

Brief of Accident (Continued)

File No. - 945

1/31/89

NOCONA, TX

A/C Reg. No. N59KM

Time (Lcl) - 1510 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
6. OBJECT - OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S DISREGARD OF THE AIRCRAFT PERFORMANCE DATA/OPERATIONAL LIMITATIONS BY LANDING IN EXCESS OF THE CROSSWIND
CAPABILITY OF THE AIRCRAFT, AND THE RESULTANT LOSS OF DIRECTIONAL CONTROL DURING THE LANDING ROLL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 947 2/13/89 TYLER, TX

A/C Reg. No. N7025L

Time (Lcl) - 2217 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-U. S. JET	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	3	0	0	0	
Accident Occurred During	-DESCENT			0	0	0	0	

-----Aircraft Information-----

Make/Model	- MBB BK-117 A-1	Eng Make/Model	- LYCOMING LTS-101650B-1	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 7040	Engine Type	- TURBOSHAFT		
No. of Seats	- 3	Rated Power	- 650 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	PITTSBURG, TX	Runway Ident - N/A
Wind Dir/Speed - 330/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1200 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision - FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 7554
	Months Since - 2	Make/Model - 29
HELICOPTER	Aircraft Type - BK-117	Instrument - 547
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days - 2
		Last 90 Days - 29
		Rotorcraft - 7554

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT CRASHED AFTER CONTACTING 70' TALL HIGH TENSION POWER LINES WHILE ON A NIGHT NON-EMERGENCY EMS MISSION. ACCORDING TO WITNESSES, WX WAS IMC WITH LOW OVC CEILINGS, 1/4 TO 1 MILE VIS WITH RAIN AND FOG AND THUNDERSTORMS THROUGHOUT THE AREA. WITNESSES STATED THE RAIN VARIED FROM DRIZZLE TO VERY HEAVY. THE PILOT RECEIVED 3 BRIEFINGS FROM AFSS AND WAS FULLY AWARE OF THE CONDITIONS. HE HAD THE AUTHORITY TO REFUSE THE MISSION IF, IN HIS JUDGEMENT, THE WX WAS QUESTIONABLE OR UNACCEPTABLE. THE HOSPITAL HAD WRITTEN PROCEDURES FOR INADVERTENT FLIGHT INTO IMC WHICH THE PLT DID NOT FOLLOW. RECORDS FAIL TO INDICATE THAT THE PILOT HAD REVIEWED THESE PROCEDURES NOR DO THEY INDICATE THAT THE PILOT HAD RECEIVED ANY IFR TRAINING DURING HIS 1 MONTH EMPLOYMENT.

Brief of Accident (Continued)

File No. - 947

2/13/89

TYLER, TX

A/C Reg. No. N7025L

Time (Lcl) - 2217 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - TURBULENCE
4. LIGHT CONDITION - DARK NIGHT
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
6. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
7. INADEQUATE INITIAL TRAINING - COMPANY/OPERATOR MANAGEMENT
8. INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - COMPANY/OPERATOR MANAGEMENT

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

9. OBJECT - WIRE, TRANSMISSION
10. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO EXECUTE THE PUBLISHED INADVERTENT IMC PROCEDURES WHEN HE ENCOUNTERED ADVERSE WEATHER CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 964 3/28/89 HONDO, TX

A/C Reg. No. N736RT

Time (Lcl) - 0308 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172XP
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-K
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 195 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 230/015 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 1500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CASTROVILLE, TX
Destination
CARRIZO SPRINGS, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 48
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 317
Make/Model- 247
Instrument- 6
Last 24 Hrs - UNK/NR
Last 30 Days- 8
Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO TAKEOFF AFTER BEING TOLD BY THE AIRPORT MANAGER OF AN IMPENDING FRONTAL PASSAGE WITH ASSOCIATED THUNDERSTORMS. HE ALSO WAS INFORMED BY APPROACH CONTROL TO REMAIN ON THE GROUND UNTIL AFTER THE FRONTAL PASSAGE HAD OCCURRED. THE AIRCRAFT COLLIDED WITH TREES, DURING A THUNDERSTORM WITH HEAVY RAIN AND LIGHTNING. NO MECHANICAL MALFUNCTIONS WERE FOUND DURING THE INVESTIGATION. THE PILOT WAS NOT INSTRUMENT RATED.

Brief of Accident (Continued)

File No. - 964

3/28/89

HONDO, TX

A/C Reg. No. N736RT

Time (Lc1) - 0308 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
 2. SPATIAL DISORIENTATION - PILOT IN COMMAND
 3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
 4. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
 5. WEATHER CONDITION - THUNDERSTORM
 6. LIGHT CONDITION - DARK NIGHT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 8. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 9. OBJECT - WIRE, TRANSMISSION
 10. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
 11. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 12. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S DECISION TO DEPART INTO KNOWN ADVERSE WEATHER AND HIS LACK OF INSTRUMENT TRAINING AND EXPERIENCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 835 4/19/89 GANADO, TX A/C Reg. No. N7320C Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- AIR TRACTOR AT-502	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	- 8000	Engine Type	- TURBOPROP		
No. of Seats	- 1	Rated Power	- 783 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRSTRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- UNK/NR
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- DIRT
Obstructions to Vision	- NONE	Runway Status
Precipitation	- NONE	- DRY
Condition of Light	- DAYLIGHT	

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND	Months Since	- 15	- 11000
	Aircraft Type	- UNK/NR	Last 24 Hrs
			- 5
			Last 30 Days
			- 250
			Last 90 Days
			- 804
			Rotorcraft
			- 0

Instrument Rating(s) - NONE

-----Narrative-----

AS THE PILOT WAS LANDING, THE AIRCRAFT VEERED TO THE RIGHT, THE LEFT MAIN LANDING GEAR & STRUT SEPARATED, AND THE AIRCRAFT SETTLED ON THE LEFT WING. ACCORDING TO THE PILOT, THE RIGHT BRAKE LOCKED, WHICH CAUSE THE AIRCRAFT TO YAW TO THE RIGHT. A POST-ACCIDENT INSPECTION OF THE RIGHT BRAKE DID NOT REVEAL ANY REASON FOR THE BRAKE TO LOCK. THE WHEEL WAS FREE TO ROTATE & THE MASTER CYLINDER APPEARED TO BE IN PROPER WORKING ORDER.

Brief of Accident (Continued)

File No. - 835

4/19/89

GANADO, TX

A/C Reg. No. N7320C

Time (Lcl) - 1430 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED -
 2. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

3. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
LOSS OF DIRECTIONAL CONTROL FOR AN UNKNOWN REASON.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 834 5/06/89 EDCOUCH, TX A/C Reg. No. N4591 Time (Lcl) - 1310 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	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 - GRUMMAN-SCHWEIZER G-164	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 6075	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 080/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR 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)
COMMERCIAL	Current - YES	Total - 10000
SE LAND, ME LAND	Months Since - 1	Make/Model- 1000
	Aircraft Type - UNK/NR	Instrument- 220
		Multi-Eng - 500
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A LOCAL FLT TO CHECK THE AG ACFT AFTER IT HAD BEEN PARKED FOR SEVERAL MONTHS. WHILE IN FLT, THE ENG SUDDENLY LOST ALL POWER. THE PLT MADE 2 RESTARTS, BUT THE ENG LOST POWER AGAIN AFTER EACH RESTART. A FORCED LANDING WAS SUBSEQUENTLY MADE IN A CORN FIELD WHERE THE ACFT NOSED OVER & WAS DAMAGED. AFTER THE ACDNT, THE ENGINE WAS CHECKED & IT RAN SUCCESSFULLY WITH NO MECHANICAL ANOMALIES OF THE POWERPLANT OR FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 834

5/06/89

EDCOUCH, TX

A/C Reg. No. N4591

Time (Lc1) - 1310 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
LOSS OF ENGINE POWER FOR AN UNDETERMINED REASON. THE CORN CROP WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 832 7/18/89 ANAHUAC, TX A/C Reg. No. N6633Q Time (Lcl) - 1750 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	DESTROYED		Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - GRUMMAN-SCHWEIZER G-164B	Eng Make/Model - P&W R-985-AN-14B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 6075	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	CHAMBERS COUNTY
Wind Dir/Speed- 190/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 300
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 178
SE LAND	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - C-152	Make/Model- 29
		Last 30 Days- 11
		Instrument- 4
		Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THERE WAS A PARTIAL LOSS OF ENGINE POWER. THE PILOT JETTISONED THE CHEMICAL LOAD, BUT WAS UNABLE TO CLEAR AN EMBANKMENT BEYOND THE END OF THE RUNWAY. AFTER HITTING THE EMBANKMENT, THE AIRCRAFT NOSED OVER & BEGAN BURNING. AN INVESTIGATION REVEALED THE POWER LOSS WAS DUE TO FAILURE OF A SUPERCHARGER BEARING.

Brief of Accident (Continued)

File No. - 832

7/18/89

ANAHUAC, TX

A/C Reg. No. N6633Q

Time (Lc1) - 1750 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL

2. ENGINE ASSEMBLY, BLOWER/IMPELLER - FAILURE, PARTIAL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation TAKEOFF

Finding(s)

3. LOAD JETTISON - PERFORMED -

4. TERRAIN CONDITION - DIRT BANK

5. CLIMB - NOT POSSIBLE -

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE SUPERCHARGER BEARING. THE DIRT BANK WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 843 8/02/89 AUSTWELL, TX A/C Reg. No. N7501Q Time (Lcl) - 1415 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -POSITIONING

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - SCHWEIZER G-164B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 5200
No. of Seats - 1

Eng Make/Model - P&W R-1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/010 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

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 - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 66

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - G-164B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 34500 Last 24 Hrs - 8

Make/Model- 3000 Last 30 Days- 200

Instrument- 800 Last 90 Days- 700

Multi-Eng - 1000 Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT FERRIED THE ACFT TO A LOCATION FOR "COTTON WORK" & LANDED ON A ROAD THAT HE HAD USED BEFORE. THE CUSTOMER WANTED HIM TO USE ANOTHER ROAD THAT THE PILOT WAS FAMILIAR WITH, SO HE FLEW THE ACFT TO THAT LOCATION. DRG THE LANDING, THE SPRAY BOOM UNDER THE LEFT WING "CAUGHT" TALL GRASS ON THE LEFT SIDE OF THE ROADWAY. THE ACFT THEN VEERED OFF THE LEFT SIDE OF THE ROAD & WENT INTO A FIELD WHERE IT CAME TO REST ON ITS NOSE. THERE WAS NO CHEMICAL LOAD ABOARD THE ACFT.

Brief of Accident (Continued)

File No. - 843

8/02/89

AUSTWELL, TX

A/C Reg. No. N7501Q

Time (Lc1) - 1415 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE -
4. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3 NOSE DOWN
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT'S SELECTION OF AN UNSUITABLE LANDING AREA (TERRAIN). HIGH VEGETATION AND ROUGH TERRAIN WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 944 2/09/89 SALT LAKE CITY,UT A/C Reg. No. N935F Time (Lcl) - 0100 MST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - SUPPLEMENTAL	Aircraft Damage					
Name of Carrier	-EVERGREEN INTL AIRLINES	NONE		Fatal	1	Serious	0
Type of Operation	-SCHEDULED,DOMESTIC,CARGO	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	1
Accident Occurred During	-CLIMB						0

-----Aircraft Information-----

Make/Model	- MCDONNELL DOUGLAS DC-9-32F	Eng Make/Model	- P&W JT8D-9A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 108000	Engine Type	- TURBOFAN		
No. of Seats	- 2	Rated Power	- 14000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- MILITARY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	OGDEN,UT			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAN ANTONIO,TX		Runway Ident	- N/A
Wind Dir/Speed	- 120/008 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- PRECAUTIONARY LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total - 11000	Last 24 Hrs - 5
SE LAND,ME LAND	Months Since - 4	Make/Model- 232	Last 30 Days- 62
	Aircraft Type - DC-9	Instrument- UNK/NR	Last 90 Days- 152
		Multi-Eng - 10000	Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS 1ST OFFICER (FO) WAS FLYING ACFT, DRG CLB AFTER TKOF, CABIN WOULDN'T PRESSURIZE. HE BGN LVL OFF AT 16,000', BUT CAPT ORDERED HIM TO CONT CLB TO ASSIGNED FLT LVL (FL 330), WHILE HE (THE CAPT) WENT AFT TO FND PRBLM. FO DISLIKED THE ORDER, BUT COMPLIED RATHER THAN CONFRONT CAPT. CAPT LEFT COCKPIT WITH PORTABLE "ON DEMAND" OXYGEN (O2) SYS, WHICH HAD 15 MIN SUPPLY OF O2. WHEN CAPT DIDN'T RTRN, FO TRIED SIGNALING HIM. THO RELUCTANT TO COUNTERMAND CAPT'S ORDER, FO MADE SERIES OF DSCNTS TO 13,000'. AFTER ABT 30 MIN, HE LEFT COCKPIT & FND CAPT UNCONSCIOUS & UNRESPONSIVE IN FWD CARGO AREA WITH O2 MASK ON HIS FACE. CAPT'S FOOT WAS ENTANGLED IN CARGO NET WHICH CVRD A PALLET. FO TRIED TO REVIVE CAPT, TO NO AVAIL, THEN DECLARED EMERG & LND'D AT LUBBOCK. CAPT WAS RUSHED TO HOSPITAL, BUT WAS DEAD ON ARRIVAL. EXAM REVEALED AFT PRESSURE BULK-HEAD WAS NOT INSTALLED. IT HAD BEEN REMOVED FOR MAINT BFR FLT. PORTABLE O2 SYS WAS STILL FULL, INDCG CAPT HAD LITTLE OR NO USE OF O2; IT WAS TESTED & FUNCTIONED NMLY. GROUP OF 8 FORENSIC PATHOLOGISTS CONCLUDED CAPT DIED FM HYPOXIC HYPOXIA.

Brief of Accident (Continued)

File No. - 944

2/09/89

SALT LAKE CITY,UT

A/C Reg. No. N935F

Time (Lcl) - 0100 MST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CLIMB

Finding(s)

1. DOOR,INSPECTION - NOT INSTALLED
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. FUSELAGE,CABIN - NO PRESSURE
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. CLIMB - CONTINUED -
6. CREW/GROUP COORDINATION - POOR - PILOT IN COMMAND
7. OXYGEN SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
8. INCAPACITATION(ANOXIA/HYPOXIA) - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was: IMPROPER IN-FLIGHT PLANNING/DECISION BY THE CAPTAIN (PILOT-IN-COMMAND) AND HIS IMPROPER USE OF THE PORTABLE OXYGEN SYSTEM, WHICH RESULTED IN HIS INCAPACITATION DUE TO HYPOXIA. FACTORS RELATED TO THE ACCIDENT WERE: INADEQUATE MAINTENANCE/INSPECTION OF THE AIRCRAFT BY COMPANY MAINTENANCE BY FAILING TO REINSTALL THE AFT PRESSURE BULKHEAD HATCH (INSPECTION DOOR) AND POOR CREW COORDINATION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 812 5/16/89 ST GEORGE,UT A/C Reg. No. N7525E Time (Lcl) - 1330 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CHAMPION 7EC	Eng Make/Model - LYCOMING O-235-C1	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 - 115 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	ST GEORGE MUNI
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6100/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 233
SE LAND, ME LAND	Months Since - 10	Make/Model- 90
	Aircraft Type - 7EC	Instrument- 9
		Multi-Eng - 20
		Last 24 Hrs - 2
		Last 30 Days- 11
		Last 90 Days- 87
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING TOUCH-&-GO LANDINGS ON RWY 16 WITH A WESTERLY WIND ESTIMATED AT 5 GUSTING 15 KTS. ON THE 3RD APCH, HE ELECTED TO MAKE A FULL STOP LANDING. DRG THE LANDING ROLL, A GUST WEATHER-VANED THE PLANE TO THE RIGHT; CORRECTIVE ACTION WAS NOT EFFECTIVE. SUBSEQUENTLY, THE PLANE WENT OFF THE RIGHT SIDE OF THE RWY, ENCOUNTERED SOFT TERRAIN & A DITCH, THEN NOSED OVER.

Brief of Accident (Continued)

File No. - 812

5/16/89

ST GEORGE,UT

A/C Reg. No. N7525E

Time (Lcl) - 1330 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE COMPENSATION FOR THE WIND CONDITIONS BY THE PILOT. THE GUSTY CROSSWIND, SOFT TERRAIN, AND DITCH WERE
CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 878 6/04/89 MONTICELLO,UT A/C Reg. No. N7545F Time (Lcl) - 0939 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CHAMPION 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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 - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SAN JUAN COUNTY
Runway Ident - 34
Runway Lth/Wid - 4817/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 74
Biennial Flight Review
Current - NO
Months Since - 73
Aircraft Type - 7GCBC

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 843	Last 24 Hrs -	UNK/NR
Make/Model-	500	Last 30 Days-	2
Instrument-	UNK/NR	Last 90 Days-	5
Multi-Eng -	0	Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A WITNESS, THE ENG BEGAN RUNNING ROUGH AS THE ACFT WAS CLIMBING AFTER TAKEOFF, BUT IT BEGAN RUNNING NORMALLY AFTER THE NOSE WAS LOWERED. HOWEVER, AS THE PLT WAS MANEUVERING TO RETURN TO THE ARPT, THE ENG LOST POWER AGAIN. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING A FORCED LANDING ON UNPREPARED TERRAIN. NO FUEL WAS FOUND IN THE ACFT AFTER THE ACDNT & NO FUEL SPILL WAS EVIDENT.

Brief of Accident (Continued)

File No. - 878

6/04/89

MONTICELLO,UT

A/C Reg. No. N7545F

Time (Lcl) - 0939 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE PREFLIGHT OF THE AIRCRAFT BY THE PILOT WHICH RESULTED IN FUEL EXHAUSTION DUE TO AN INADEQUATE SUPPLY OF
FUEL. THE TERRAIN CONDITION WAS CONSIDERED TO BE A FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 985 3/03/89 ROANOKE, VA A/C Reg. No. N27FH Time (Lcl) - 1612 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Injuries Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH V35TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-D
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 - UNK/NR

Basic Weather - IMC
Wind Dir/Speed- 030/006 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - 500 FT THIN BKN
Lowest Ceiling - 500 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - UNK/NR

Itinerary

Last Departure Point
MIDDLEBURG, VA
Destination
BLACKSBURG, VA

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - V35TC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1811
Make/Model- 1241
Instrument- 276
Multi-Eng - 1
Last 24 Hrs - 1
Last 30 Days- 2
Last 90 Days- 26
Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUMENT RATED PLT INITIATED VFR FLIGHT TO BLACKSBURG AFTER HE WAS INFORMED BY FSS THAT IMC EXISTED AT THE DEST. THE PLT CONTACTED ROANOKE (ROA) APCH CTRL ABOUT 15 MILES WEST OF BLACKSBURG AND 8 MILES SW OF ROA. HE REPORTED THAT HE WAS "STUCK" IN CLOUDS AT 2,000 FT MSL AT THE SAME TIME WITNESSES IN THE AREA REPORTED AN ACFT JUST ABOVE TREETOP LEVEL IN HEAVY FOG AND BELOW AN ESTIMATED 100 TO 200 FT OVERCAST. THE PLT WAS CLEARED TO AND BEGAN CLIMBING WEST TO 5,000 FT. AS HE WAS CLIMBING HE ASKED FOR THE CURRENT WEATHER AT BLACKSBURG. ROA ADVISED THE PLT THAT THE WEATHER AT BLACKSBURG WAS NOT AVAILABLE. HOWEVER, THE PLT ASKED AND WAS CLEARED TO PROCEED TO BLACKSBURG ON A 240 DEGREE HEADING. THE ACFT WAS AT 4,600 FT WHEN IT ABRUPTLY MADE A RIGHT TURN AND DESCENDED TO THE GROUND. WITNESSES STATED THE ACFT DESCENDED FROM A LOW OVERCAST IN A NOSE DOWN ATTITUDE WITH THE ENGINE AT HIGH POWER. EXAMINATION OF THE ACFT DID NOT REVEAL EVIDENCE OF MECHANICAL MALFUNCTION. THERE WAS NO EVIDENCE OF PLT IMPAIRMENT OR INCAPACITATION.

Brief of Accident (Continued)

File No. - 985

3/03/89

ROANOKE,VA

A/C Reg. No. N27FH

Time (Lc1) - 1612 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

5. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. SPATIAL DISORIENTATION - PILOT IN COMMAND

-----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 AIRCRAFT DUE TO SPATIAL DISORIENTATION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 895 6/05/89 SUFFOLK, VA A/C Reg. No. N91072 Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	0	2
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - TAKEOFF						

-----Aircraft Information-----

Make/Model - BEECH T-34B	Eng Make/Model - CONTINENTAL IO-470	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2985	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NORFOLK, VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SUFFOLK MUNI
Wind Dir/Speed- 240/008 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT BROKEN	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 - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 2800
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - T-34B	Make/Model- 50
		Instrument- 260
		Multi-Eng - 350
		Last 30 Days- 35
		Last 90 Days- 100
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI AND STUDENT WERE PERFORMING A SIMULATED SOFT FIELD TAKEOFF FROM A PAVED RWY WHEN THE ACCIDENT OCCURRED. THE CFI STATED THAT FULL PWR WAS APPLIED WITH 75 PERCENT FLAPS AND FULL BACK STICK WAS USED. ONCE AIRBORNE, BACK PRESSURE WAS RELEASED AND THE ACFT SETTLED TO THE RWY. BACK PRESSURE WAS AGAIN APPLIED AND THE ACFT BECAME AIRBORNE. ONCE AGAIN, BACK PRESSURE WAS RELEASED AND THE ACFT SETTLED TOWARD THE RWY. TO PREVENT THE ACFT FROM CONTACTING THE RWY, THE CFI APPLIED BACK PRESSURE AND THE ACFT ENTERED WHAT HE DESCRIBED AS A LEFT YAWING TURN. SUBSEQUENTLY, THE ACFT CONTACTED THE TERRAIN IN A LEFT WING LOW ATTITUDE AND SKIDDED TO A STOP OFF THE LEFT SIDE OF THE RWY. THE CFI REPORTED THE REAR COCKPIT STALL WARNING WAS INOP AND THE INTERCOMM SYSTEM HAD AN INTERMITTENT PROBLEM.

Brief of Accident (Continued)

File No. - 895

6/05/89

SUFFOLK,VA

A/C Reg. No. N91072

Time (Lcl) - 1400 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. STALL WARNING SYSTEM - INOPERATIVE
2. COMM/NAV EQUIPMENT, INTERCOM - FAILURE, PARTIAL
3. LIFT-OFF - PREMATURE -
4. AIRSPEED - NOT OBTAINED - DUAL STUDENT
5. STALL - INADVERTENT -
6. SUPERVISION - INADEQUATE - PILOT IN COMMAND (CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
AN INADVERTENT STALL DUE TO FAILURE OF THE STUDENT PILOT TO OBTAIN ADEQUATE FLYING SPEED AND INADEQUATE SUPERVISION BY THE INSTRUCTOR PILOT (CFI). THE INOPERATIVE STALL WARNING SYSTEM WAS CONSIDERED TO BE A CONTRIBUTING FACTOR. THE INTERMITTENT INTERCOMM PROBLEM WAS A POSSIBLE CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 915 6/12/89 MADISON HEIGHTS,VA A/C Reg. No. N7605T Time (Lcl) - 1130 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	None
Accident Occurred During -DESCENT			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172A	Eng Make/Model - CONTINENTAL O-300-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WAYNESBORO,VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WAYNESBORO,VA	
Wind Dir/Speed- 140/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 37
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 37
		Last 30 Days- 6
		Instrument- 0
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HIS FIRST SOLO X-COUNTRY WHEN THE ACCIDENT OCCURRED. HE BECAME DISORIENTED AND COULD NOT LOCATE HIS DESTINATION AIRPORT SO HE ELECTED TO RETURN TO THE AIRPORT OF DEPARTURE. EN ROUTE TO THE DEPARTURE AIRPORT HE BECAME CONCERNED, HAVING ONLY 1/4 FULL FUEL TANKS AND ELECTED TO MAKE A PRECAUTIONARY LANDING IN A FARM FIELD. HE STATED THAT HIS AIRSPEED WAS EXCESSIVE AND THE ACFT FLOATED AS HE TRIED TO LAND SO HE DECIDED TO PERFORM A GO-AROUND. SUFFICIENT ALTITUDE COULD NOT BE GAINED IN TIME TO CLEAR TREES AT THE DEPARTURE END OF THE FIELD. THE ACFT CONTACTED AN OAK TREE AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 915

6/12/89

MADISON HEIGHTS,VA

A/C Reg. No. N7605T

Time (Lc1) - 1130 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation GO-AROUND (VFR)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 2. WEATHER CONDITION - HAZE/SMOKE
 3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
 5. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 6. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 8. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 9. DISTANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
STUDENT PILOT'S FAILURE TO MAINTAIN PROPER AIRSPEED DURING THE LANDING ATTEMPT WHICH RESULTED IN THE INITIATION OF A
GO-AROUND. CONTRIBUTING FACTORS TO THE ACCIDENT WERE THE PILOT'S POOR PREFLIGHT PLANNING AND HIS BECOMING DISORIENTED
DURING THE FLIGHT. ALSO CONTRIBUTING WAS THE LOW FUEL LEVEL AND THE PILOT'S LACK OF TOTAL EXPERIENCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 933 7/30/89 WILLIAMSBURG, VA A/C Reg. No. N4022R Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal	Injuries			None
	Serious	Minor		
0	0	0		1
0	0	0		3

-----Aircraft Information-----

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1A5
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 - 180/005 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
SALISBURY, MD
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

WILLIAMSBURG
Runway Ident - 13
Runway Lth/Wid - 3215/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 677 Last 24 Hrs - 1
Make/Model - 125 Last 30 Days - 4
Instrument - 194 Last 90 Days - 6
Multi-Eng - 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHILE ON SHORT FINAL AT AN AIRSPEED OF 80 MPH WITH FLAPS EXTENDED, THE ACFT EXPERIENCED A SUDDEN LOSS OF ALT. THE ACFT DESCENDED RAPIDLY AND CONTACTED THE RWY FROM AN ALT OF APRX 10 FT AGL. THE LANDING WAS BEING MADE ON RWY 13 AND THE PLT REPORTED LOCAL WINDS FROM 180 DEGS AT 5 KTS GUSTING TO 10 KTS.

Brief of Accident (Continued)

File No. - 933

7/30/89

WILLIAMSBURG,VA

A/C Reg. No. N4022R

Time (Lcl) - 1100 EDT

Occurrence #1 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - 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 AIRCRAFT CONTROL BY IMPROPERLY FLARING THE AIRPLANE DURING THE LANDING APPROACH.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 984 8/16/89 ORANGE, VA A/C Reg. No. N816FW Time (Lcl) - 1205 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	3
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - BEECH B55	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 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	JACKSONVILLE, FL	ORANGE, CO
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 25
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3200/ 75
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- FOG		
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)
PRIVATE	Current - YES	Total - 2553
SE LAND, ME LAND	Months Since - 16	Make/Model- 81
	Aircraft Type - B55	Instrument- 572
		Multi-Eng - 471
		Last 24 Hrs - 0
		Last 30 Days- 8
		Last 90 Days- 10
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID HE WAS ON TAKEOFF ROLL, NEAR LIFT OFF SPEED, AND HALF-WAY DOWN THE 3200 LONG RUNWAY WHEN, UNKNOWN TO HIM, THE ELEVEN YEAR OLD PASSENGER IN THE SECOND ROW RIGHT SEAT OPENED THE EMERGENCY WINDOW. THE PLT SAID HE HEARD A LOUD POP AND RUSH OF AIR. THE PLT SAID HE THOUGHT THAT EITHER A DOOR HAD OPENED OR A TIRE HAD BLOWN, SO HE ABORTED THE TAKEOFF. THE PLT SAID HE WAS UNABLE TO STOP THE ACFT ON THE WET RUNWAY BEFORE IT PAST THE RUNWAY END AND CAME TO A STOP IN A DITCH.

Brief of Accident (Continued)

File No. - 984

8/16/89

ORANGE,VA

A/C Reg. No. N816FW

Time (Lcl) - 1205 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. WINDOW,CABIN - OPEN
2. EMERGENCY EQUIPMENT - INADVERTENT ACTIVATION - PASSENGER
3. TERRAIN CONDITION - WET
4. ABORT - PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - DITCH
6. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE TAKEOFF WAS REJECTED WHEN THE PILOT WAS STARTLED BY THE SOUND FROM THE EMERGENCY WINDOW EXIT WHICH WAS INADVERTENTLY
OPENED BY A PASSENGER. THE PILOT WAS UNABLE TO STOP THE AIRCRAFT IN TIME TO AVOID OVERRUNNING THE RUNWAY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 894 1/15/89 OSCEOLA, WI A/C Reg. No. N61306 Time (Lcl) - 1245 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL	Fatal	Serious	Minor	None		
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	0	2	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -LANDING							

-----Aircraft Information-----

Make/Model - CESSNA 150J	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 - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMMERCIAL WX SERVICE	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	L.O. SIMENSTAD MUNI
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 650
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 6
	Aircraft Type - PA-23	Make/Model- 250
		Last 30 Days- 50
		Instrument- 38
		Last 90 Days- 150
		Multi-Eng - 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD BEEN PARKED OUTSIDE UNTIL IT WAS MOVED INSIDE A HEATED HANGAR ON 1/14/89. ON 1/15/89, THE STUDENT PREFLIGHTED THE ACFT, THEN HE & HIS INSTRUCTOR (CFI) PROCEEDED ON AN INSTRUCTIONAL FLT. DRG TAKEOFF, THE ACFT CLIMBED ABOUT 250 FT, THEN THE ENG LOST POWER. THE CFI LANDED THE ACFT BEYOND THE END OF THE RWY, BUT DURING THE ROLL-OUT, THE ACFT NOSED OVER. THE TEMP WAS BELOW FREEZING FROM THE TIME OF THE ACDNT UNTIL THE ACFT WAS EXAMINED. DRG THE EXAM, ICE WAS FOUND AT THE TEE WHERE BOTH WING TANK FUEL LINES JOINED THE ENG FUEL SUPPLY LINE, TOTALLY BLOCKING FUEL FROM THE TANKS.

Brief of Accident (Continued)

File No. - 894

1/15/89

OSCEOLA, WI

A/C Reg. No. N61306

Time (Lc1) - 1245 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 3. FLUID, FUEL - CONTAMINATION
 4. FLUID, FUEL - WATER
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE PREFLIGHT BY THE STUDENT PILOT, INADEQUATE SUPERVISION (TO ASSURE A PROPER PREFLIGHT) BY THE INSTRUCTOR
PILOT (CFI), AND WATER CONTAMINATION OF THE FUEL. THE TERRAIN WAS CONSIDERED TO BE A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 892	2/12/89	STEVENS POINT, WI	A/C Reg. No. N16TP	Time (Lcl) - 1400 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- PIPER PA-28R-201	Eng Make/Model	- LYCOMING IO-360-C1C6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 230/009 KTS	ATC/Airspace
Visibility	- 10.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- CLEAR	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- FULL STOP

-----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 - 1045
SE LAND	Months Since - 11	Make/Model - 945
	Aircraft Type - PA-28R	Instrument - 64
		Last 24 Hrs - 0
		Last 30 Days - UNK/NR
		Last 90 Days - 46

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT "JUST AS THE MAIN GEAR TOUCHED (THE RUNWAY) THE AIRCRAFT TURNED TO THE LEFT AS IF THE LEFT BRAKE HAD LOCKED OR HAD BEEN PUSHED BY A STRONG LEFT CROSSWIND . . ." SUBSEQUENTLY, THE AIRCRAFT'S RIGHT MAIN LANDING GEAR COLLAPSED, FOLLOWED BY THE NOSE GEAR, THEN THE AIRCRAFT SKIDDED TO A STOP ON THE RUNWAY. WINDS AT THE UNCONTROLLED AIRPORT WERE REPORTED TO BE ALIGNED WITH THE RUNWAY AT ABOUT 8 KNOTS. A POST-ACCIDENT EXAMINATION OF THE LEFT WHEEL AND BRAKE ASSEMBLY REVEALED NO INDICATION OF A PRE-ACCIDENT MALFUNCTION. AN INSPECTION OF THE RIGHT MAIN LANDING GEAR TRUSS ASSEMBLY INDICATED IT HAD FAILED IN OVERLOAD. NO PROGRESSIVE FAILURE WAS EVIDENT.

Brief of Accident (Continued)

File No. - 892

2/12/89

STEVENS POINT,WI

A/C Reg. No. N16TP

Time (Lcl) - 1400 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING

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:
FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL WHICH RESULTED IN AN INADVERTENT GROUND SWERVE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 849 4/23/89 WATERTOWN,WI

A/C Reg. No. N39868

Time (Lcl) - 1800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - BELLANCA 17-30A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3325
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 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- 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 - DUSK

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

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 58

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - 17-30A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1795	Last 24 Hrs	- UNK/NR
Make/Model-	1248	Last 30 Days-	UNK/NR
Instrument-	126	Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE ENG WAS STARTED FOR A FLT, THE ACFT MOVED FORWARD & COLLIDED WITH A PARKED AIRPLANE. IN AN INTERVIEW, THE PLT STATED THAT THE ENG ACCELERATED RAPIDLY AFTER IT WAS STARTED, AND THAT BEFORE HE COULD RETARD THE THROTTLE, THE ACFT MOVED APRX 20 YDS.

Brief of Accident (Continued)

File No. - 849

4/23/89

WATERTOWN,WI

A/C Reg. No. N39868

Time (Lcl) - 1800 CST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

3. OBJECT - AIRCRAFT PARKED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER USE OF BRAKES AND THROTTLE. A CONTRIBUTING FACTOR WAS THE PARKED AIRCRAFT WHICH WAS NEARBY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 898 5/14/89 OJIBWA,WI A/C Reg. No. N82702 Time (Lcl) - 1710 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	Pass	0	0	0	2
Accident Occurred During	-TAKEOFF	NONE				

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201	Eng Make/Model - LYCOMING IO-360-C1C6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - TELETYPE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 130/008 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 1000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">MINNEAPOLIS,MN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">RAINBOW</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 3300/ 50</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1520
SE LAND,ME LAND	Months Since - 5	Make/Model- 51
	Aircraft Type - BE-76	Instrument- 102
		Multi-Eng - 113
		Last 24 Hrs - 0
		Last 30 Days- 75
		Last 90 Days- 248

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE 3300' GRASS STRIP WAS RPRTD TO BE SURROUNDED BY TREES & OBSTACLES (TRUCKS & EQUIPMENT). AFTER LANDING FOR A PASSENGER PICKUP, THE PLT WALKED THE STRIP. THERE WAS A WET AREA & SOFT SPOTS ON THE EAST END, SO THE PLT ELECTED TO USE THE WEST 2500' OF THE STRIP. HE ESTIMATED THE DISTANCE NEEDED TO CLEAR A 50' OBSTACLE DRG TAKEOFF WOULD BE 2160'. HE INITIATED A TAKEOFF TOWARD THE WEST, WHICH WAS SLIGHTLY UPHILL. DRG THE TAKEOFF ROLL, THE ACFT DID NOT ACCELERATE AS FAST AS EXPECTED. WHEN IT REACHED A PREDETERMINED POINT & WAS NOT "BREAKING GROUND," THE PLT ABORTED THE TAKEOFF. TO AVOID TALL TREES/OBSTACLES AT THE END OF THE RWY, HE INTENTIONALLY MANEUVERED THE ACFT TO THE LEFT. SUBSEQUENTLY, IT WENT INTO BRUSH & SMALL TREES & WAS DAMAGED. ACCORDING TO A WITNESS ACCOUNT, THE WIND WAS FROM 130 DEG AT 8 KTS. THE PLT RPRTD THE PREVAILING WIND WAS CALM.

Brief of Accident (Continued)

File No. - 898

5/14/89

OJIBWA,WI

A/C Reg. No. N82702

Time (Lc1) - 1710 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
 3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UPHILL
 4. WEATHER CONDITION - UNFAVORABLE WIND
 5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 6. AIRSPEED(VR) - NOT ATTAINED -
 7. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 8. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE PILOT AND HIS DELAY IN ABORTING THE TAKEOFF. CONTRIBUTING FACTORS WERE: THE
WET/UPWARD SLOPING CONDITION OF THE AIRSTRIPE, UNFAVORABLE WIND, HIGH OBSTRUCTIONS (TALL TREES/OBSTACLES AT THE
END OF THE RUNWAY), AND HIGH VEGETATION (BRUSH & SMALL TREES).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 922 7/12/89 IOLA,WI

A/C Reg. No. N4054J

Time (Lcl) - 1500 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	1

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 010/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
IOLA,WI
Destination
IOLA,WI

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 - 77
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 2470	Last 24 Hrs	- 1
Make/Model	- 268	Last 30 Days	- 6
Instrument	- 300	Last 90 Days	- 12
Multi-Eng	- 970		

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MANEUVERING THE AIRCRAFT DURING A LOCAL PLEASURE FLIGHT, THE PILOT REPORTED THAT THE ENGINE "CUT OUT" AND HE HAD TO MAKE A FORCED LANDING IN A HAYFIELD. THE PILOT SET UP FOR A DOWNWIND LANDING; THE AIRCRAFT IMPACTED IN AN AREA OF TREES BEYOND THE FIELD SELECTED BY THE PILOT. THE PILOT REPORTED THAT HE HAD DEPARTED WITH MINIMAL FUEL FOR THE LOCAL FLIGHT, AND HE ESTIMATED THAT THE FUEL TANKS CONTAINED "LITTLE MORE THAN UNUSEABLE FUEL" AT THE TIME OF THE ACCIDENT. HE STATED THAT HIS MANEUVERING MIGHT HAVE INTERRUPTED THE FLOW OF FUEL TO THE ENGINE. THE ENGINE RAN SATISFACTORILY WHEN SUPPLIED WITH FUEL.

Brief of Accident (Continued)

File No. - 922

7/12/89

IOLA,WI

A/C Reg. No. N4054J

Time (Lc1) - 1500 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL

Phase of Operation MANEUVERING

Finding(s)

1. FLUID,FUEL - STARVATION
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. DESCENT - MISJUDGED - PILOT IN COMMAND
6. UNSUITABLE TERRAIN - ENCOUNTERED - 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)

7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE IMPROPER PREFLIGHT PLANNING BY THE PILOT IN COMMAND RESULTING IN THE AIRPLANE FUEL QUANTITY BEING NEAR THE
UNUSABLE QUANTITY WHICH RESULTED IN TOTAL LOSS OF ENGINE POWER DUE TO FUEL STARVATION WHILE MANEUVERING. CONTRIBUTING
TO THE ACCIDENT WAS THE PILOTS MISJUDGED APPROACH DURING A FORCED LANDING RESULTING IN COLLISION WITH TREES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 907 7/20/89 BLACKRIVERFALLS,WI A/C Reg. No. N48313 Time (Lcl) - 0800 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	0	0	1	0
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540-C-2-A	ELT Installed/Activated - NO -N/A
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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	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 - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
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 - 6314
	Months Since - 15	Make/Model- 366
HELICOPTER	Aircraft Type - UH-12E	Instrument- 75
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 6301

Instrument Rating(s) - NONE

-----Narrative-----

DURING LIFTOFF WITH AN EXTERNAL LOAD HOPPER CONTAINING 450 POUNDS OF FERTILIZER, THE OPERATOR OF THE HELICOPTER REPORTED SOMETHING SNAPPED FOLLOWED BY A LOSS OF THROTTLE CONTROL FROM THE LEFT COLLECTIVE/THROTTLE CONTROL. A SWITCH OF HANDS ON THE CONTROLS WAS MADE, LEFT HAND TO CYCLIC AND RIGHT HAND TO MASTER COLLECTIVE/THROTTLE. THE PILOT ATTEMPTED TO LAND SETTING THE HOPPER DOWN FIRST FOLLOWED BY THE HELICOPTER. THE RIGHT SKID CONTACTED THE HOPPER CAUSING THE HELICOPTER TO TILT AND THE MAIN ROTOR TO STRIKE THE GROUND, PULLING THE HELICOPTER APRX 70 FEET BEFORE IT CAME TO REST.

Brief of Accident (Continued)

File No. - 907

7/20/89

BLACKRIVERFALLS,WI

A/C Reg. No. N48313

Time (Lc1) - 0800 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. THROTTLE/POWER LEVER,CABLE - FAILURE,PARTIAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
 3. EXTERNAL LOAD EQUIPMENT - ENCOUNTERED - PILOT IN COMMAND
 4. DISTANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. ROTOR SYSTEM,MAIN ROTOR BLADE - FRACTURED
-

Occurrence #4 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT-IN-COMMAND'S FAILURE TO JETTISON THE EXTERNAL LOAD FOLLOWED BY HIS MISJUDGEMENT OF DISTANCE TO AVOID COLLISION
WITH THE EXTERNAL LOAD.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 880 8/27/89 EAU CLAIRE,WI A/C Reg. No. N8886 Time (Lcl) - 1404 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	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-23-160
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-B3B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Itinerary

Last Departure Point
MINNEAPOLIS,MN
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

EAU CLAIRE COUNTY
Runway Ident - 32
Runway Lth/Wid - 4999/ 100
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 340/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - UNK/NR
Type Apch/Lndg - TOUCH AND GO

-----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 - BE-76

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1193
Make/Model- 4
Instrument- 95
Multi-Eng - 32

Last 24 Hrs - 1
Last 30 Days- 40
Last 90 Days- 144

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HIS INTENTION WAS TO PERFORM A TOUCH-AND-GO. HE REPORTED THAT AFTER A SUCCESSFUL LANDING, HE "RAISED WHAT I THOUGHT WAS THE FLAP CONTROL LEVER WITHOUT LOOKING DOWN . . . I REALIZED THAT I INADVERTENTLY RAISED THE GEAR CONTROL LEVER INSTEAD . . ." THE AIRCRAFT CAME TO A STOP ON THE GRASS ON THE RIGHT SIDE OF THE RUNWAY, WITH THE LANDING GEAR UP. THE PILOT REPORTED A TOTAL FLIGHT TIME OF 1,193 HOURS, OF WHICH 4 HOURS WERE IN THE ACCIDENT MAKE AND MODEL AIRCRAFT. HE ALSO STATED THAT HIS FLIGHT EXPERIENCE AND HABITS HAD BEEN DEVELOPED IN AIRCRAFT WITH A DIFFERENT FLAP/GEAR HANDLE CONFIGURATION.

Brief of Accident (Continued)

File No. - 880

8/27/89

EAU CLAIRE, WI

A/C Reg. No. N8886

Time (Lcl) - 1404 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation LANDING

Finding(s)

1. TOUCH-AND-GO
2. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
3. HABIT INTERFERENCE - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADVERTENT RETRACTION OF THE LANDING GEAR BY THE PILOT. HIS HABIT INTERFERENCE AND LACK OF EXPERIENCE IN THE TYPE
OF AIRCRAFT WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 912 3/23/89 RAVENSWOOD, WV A/C Reg. No. N9187A Time (Lcl) - 1230 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 - CESSNA 170A	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BLOOMINGTON, IN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	JACKSON CO.
Wind Dir/Speed- 080/009 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 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	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 280
SE LAND	Months Since - 20	Make/Model- 158
	Aircraft Type - C-150	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- 19
		Last 90 Days- 29
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE WINDS WERE FROM THE EAST AND THE AIRPORT UNICOM REPORTED LOCAL TRAFFIC WAS USING RUNWAY 03. THE PILOT SAID THAT HE DECIDED TO USE RUNWAY 21. UPON TOUCHDOWN THE PILOT LOST CONTROL AND THE AIRPLANE GROUNDLOOPE. POST CRASH EXAMINATION OF THE AIRPLANE BY AN FAA INSPECTOR DISCLOSED NO PRECRASH FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 912

3/23/89

RAVENSWOOD, WV

A/C Reg. No. N9187A

Time (Lcl) - 1230 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOTS DECISION TO LAND WITH A TAILWIND AND INADEQUATELY COMPENSATING FOR THE WIND CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 972 4/06/89 RUPERT, WV A/C Reg. No. N9502C Time (Lcl) - 1258 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	3	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CRUISE

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH C35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2700
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

ELT Installed/Activated - YES/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 - N/A
Lowest Ceiling - 800 FT OVERCAST
Obstructions to Vision- UNK/NR
Precipitation - SNOW SHOWER
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PARKERSBURG, WV
Destination
LEWISBURG, WV

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 38

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - C35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 445	Last 24 Hrs -	1
Make/Model-	187	Last 30 Days-	2
Instrument-	9	Last 90 Days-	3
Multi-Eng -	0		

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PVT PLT AND 3 PAX DPTD PARKERSBURG (PKB) EN ROUTE TO LEWISBURG (LWB). ALTHOUGH NO WITNESSES COULD BE FOUND WHO SAW THE ACCIDENT, A LADY DID OBSERVE AN ACFT FLYING TOWARD LWB AT AN ALT OF APRX 700-800 FT AGL AS IT PASSED OVER HER RESIDENCE WHICH WAS AT AN ELEVATION OF 2,600 FT AGL. SHE INDICATED THAT THE CEILING WAS SOLID OVERCAST ABOVE THE ACFT AND THAT THE ENGINE SOUNDED NORMAL. EXAMINATION OF THE 3,800 FT MSL WRECKAGE SITE DID NOT REVEAL ANY PREIMPACT FAILURES OR MALFUNCTIONS OF THE AIRFRAME OR ENGINE. A CFI FLYING 5 MILES SOUTHEAST OF THE ACCIDENT SITE ABOUT 45 MINUTES PRIOR TO THE ACCIDENT OBSERVED MOUNTAIN TOPS THAT WERE TOTALLY OBSCURED BY CLOUDS AND HEAVY SNOW SHOWERS.

Brief of Accident (Continued)

File No. - 972

4/06/89

RUPERT, WV

A/C Reg. No. N9502C

Time (Lc1) - 1258 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - OBSCURATION
 3. WEATHER CONDITION - SNOW
 4. WEATHER CONDITION - TURBULENCE
 5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

6. OBJECT - TREE(S)
 7. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT INADVERTANTLY FLEW INTO IMC WHILE TRYING TO MAINTAIN VFR AND COLLIDED WITH TREES DURING A STEEP TURN DURING HIS
ATTEMPT TO TURN AWAY FROM IMC. THE WEATHER CONDITIONS THAT WERE DETERMINED TO BE FACTORS IN THIS ACCIDENT WERE: LOW
CEILINGS, OBSCURATION, SNOW, AND TURBULENCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 910 6/17/89 MOUNDSVILLE, WV A/C Reg. No. N2487B Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
	Fire	Crew	0	Serious	Minor	None
Type of Operation - PERSONAL	NONE	Pass	0	0	0	1
Flight Conducted Under - 14 CFR 91			0	0	0	3
Accident Occurred During - DESCENT						

-----Aircraft Information-----

Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING VO-435	ELT Installed/Activated - UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	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	MARSHALL COUNTY
Wind Dir/Speed- 180/005 KTS			Runway Ident - UNK/NR
Visibility - 7.0 SM	ATC/Airspace		Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 800 FT SCATTERED	Type of Flight Plan - NONE		Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type of Clearance - NONE		Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - 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)
COMMERCIAL, ATP, CFI	Current - YES	Total - 4954
SE LAND, ME LAND	Months Since - 1	Make/Model- 75
HELICOPTER , FREE BALLOON	Aircraft Type - BH-47G2	Instrument- 513
		Multi-Eng - 1166
GLIDER		Last 24 Hrs - 5
Instrument Rating(s) - AIRPLANE		Last 30 Days- 92
		Last 90 Days- 205
		Rotorcraft - 75

-----Narrative-----

THE PLT WAS HOVERING THE ACFT ABOUT 3 FT AGL OVER A FIELD IN AN ATTEMPT TO DRY OFF THE FIELD WITH THE ROTOR WASH. THE FIELD WAS TO BE USED FOR AN OUTDOOR CONCERT. THE PLT WAS MANEUVERING THE ACFT BETWEEN BARRELS WHEN HE INADVERTENTLY BACKED INTO ONE. THE TAIL ROTOR STRUCK THE BARREL AND A BLADE WAS SEVERED. THE ACFT SPUN AROUND, COLLIDED WITH THE GROUND AND ROLLED OVER. THE PLT REPORTED NO MECHANICAL FAILURE OF THE HELICOPTER. THE PLT RECEIVED A ROTORCRAFT RATING EIGHT DAYS BEFORE THE ACCIDENT. THE PLT STATED HIS LACK OF EXPERIENCE WAS A FACTOR IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 910

6/17/89

MOUNDSVILLE, WV

A/C Reg. No. N2487B

Time (Lcl) - 1000 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation HOVER

Finding(s)

1. OBJECT - OTHER
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. ROTOR SYSTEM, TAIL ROTOR BLADE - OVERLOAD
7. AIRCRAFT CONTROL - NOT POSSIBLE -
8. ROTOR SYSTEM, TAIL ROTOR BLADE - SEPARATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL AND OBSTACLE CLEARANCE WHILE HOVERING AT LOW ALTITUDE. A TAIL ROTOR
BLADE STRUCK AN OBSTACLE CAUSING AN OVERLOAD SEPARATION FAILURE OF THE BLADE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 925 7/07/89 WILLIAMSON,WV A/C Reg. No. N51516 Time (Lcl) - 1240 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	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	1	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - HUGHES 500D	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 420 HP	

-----Environment/Operations Information-----

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	PIKESVILLE,KY	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3000 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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 10700
SE LAND,ME LAND,SE SEA	Months Since - 2	Make/Model- 1100
HELICOPTER	Aircraft Type - H-500D	Instrument- 645
		Multi-Eng - 7776
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 0
		Rotorcraft - 1150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT AS THE HELICOPTER LIFTED OFF FROM AN OPEN FIELD, A SEVERE VIBRATION WAS EXPERIENCED AND THE HELICOPTER DESCENDED TO TERRAIN IMPACT. POST ACCIDENT INSPECTION REVEALED THAT THE ROTOR BLADES HAD CONTACTED AN UNMARKED WIRE WHICH CROSSED NEAR THE EDGE OF THE FIELD. A PORTION OF ONE ROTOR BLADE SEPARATED FROM THE HELICOPTER AND TRAVELED APRX 75 YARDS PRIOR TO CONTACTING A PARKED CAR. THE PLT REPORTED THAT THERE WERE NO FAILURES/MALFUNCTIONS OF THE HELICOPTER AND THAT SUN GLARE WAS NOT A FACTOR IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 925

7/07/89

WILLIAMSON, WV

A/C Reg. No. N51516

Time (Lcl) - 1240 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - WIRE, STATIC
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT'S FAILURE TO SEE AND AVOID THE WIRE WHICH CROSSED THE END OF THE FIELD IN WHICH HE WAS TAKING OFF.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 801 5/21/89 SHERIDAN,WY A/C Reg. No. N7557M Time (Lcl) - 1500 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew				
Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 175
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - CONTINENTAL GO-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 175 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/005 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BRULE,NE

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SHERIDAN
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 - 54
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1900	Last 24 Hrs -	3
Make/Model-	7	Last 30 Days-	15
Instrument-	5	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT AFTER TAKEOFF, THE ENG WAS NOT DEVELOPING SUFFICIENT POWER TO CLIMB OR RETURN TO THE AIRPORT. SUBSEQUENTLY, HE FLEW DOWN A CANYON & LANDED IN A HAY FIELD. DRG THE LANDING ROLL, THE ACFT HIT AN UNSEEN DITCH & THE NOSE GEAR COLLAPSED. AN EXAM OF THE ENG REVEALED THAT THE #4 EXHAUST VALVE WAS STICKING. ELEVATION OF THE ARPT WAS 4012 FT.

Brief of Accident (Continued)

File No. - 801

5/21/89

SHERIDAN,WY

A/C Reg. No. N7557M

Time (Lcl) - 1500 MDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - BINDING(MECHANICAL)
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. CLIMB - NOT POSSIBLE -

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
6. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
BINDING (STUCK) #4 EXHAUST VALVE. HIGH VEGETATION (HAY) AND A HIDDEN OBSTRUCTION (DITCH) WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 877 6/24/89 GLENROCK, WY A/C Reg. No. N1887D Time (Lcl) - 0235 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-CRUISE	NONE	Pass 0	1	0	0

-----Aircraft Information-----

Make/Model	- BEECH 35	Eng Make/Model	- CONTINENTAL E-185-8	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 205 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL, LMTD BY PILOT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 100/008 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 400 FT SCATTERED</p> <p>Lowest Ceiling - 1400 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>BILLINGS, MT</p> <p>Destination</p> <p>BROOMFIELD, CO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - 3</p> <p>Aircraft Type - C-182RG</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1039</p> <p>Make/Model- 700</p> <p>Instrument- 9</p>	<p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 15</p> <p>Last 90 Days- 91</p> <p>Rotorcraft - 125</p>
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Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT DEPD JULESBURG, CO, BTN 1830 & 1900 MDT. HIS ORIGINAL DESTN WAS CASPER, WY, BUT DUE TO WX, HE FLEW TO BILLINGS, MT & LNDD AT ABT 2200 MDT. AT ABT 2347, HE TOOK OFF WITH ONE PAX ON A FLT TO BROOMFIELD, CO. BFR TAKEOFF, HE WAS ADZD THAT CLOUD BASES WERE AT 9000' MSL; HE REPLIED THEY WOULD NOT BE FLYING THAT HI. WHILE EN ROUTE, THE PAX NOTED THEY WERE AT 7300'; THE PLT EXPLAINED THAT WOULD BE ABT 2800' TO 3000' AGL. LATER, THE PAX NOTED THEY WERE AT 7500'; THE PLT SAID THAT WOULD BE ABT 2400' AGL IN THAT AREA. AT ABT 0200 MDT, THE PAX BCM SLEEPY & DOZED; WHEN SHE AWOKE, SHE BELIEVED THE PLT HAD DOZED ALSO. SHE NUDGED HIM & HE STRAIGHTENED UP, SLAPPED HIS FACE & SAID HE WAS FINE. LATER, THE PAX DOZED AGAIN & AWOKE WHEN THE ACFT IMPACTED THE TOP OF RISING TERRAIN (ELEVATION APRX 7000'). SOME 4 TO 5 HRS LTR, WHEN BOTH REGAINED CONSCIOUSNESS, THE PAX ASKED THE PLT IF HE FELL ASLEEP. HIS RESPONSE INDCD TO HER THAT HE HAD. THE PLT DIED AT ABT 0900. WX DELAYED A SEARCH. THE ACFT WAS FND IN LATE AFTERNOON AFTER THE ELT SIGNAL WAS RCVD BY SATELLITES & OVERFLYING ACFT.

Brief of Accident (Continued)

File No. - 877

6/24/89

GLENROCK,WY

A/C Reg. No. N1887D

Time (Lcl) - 0235 MDT

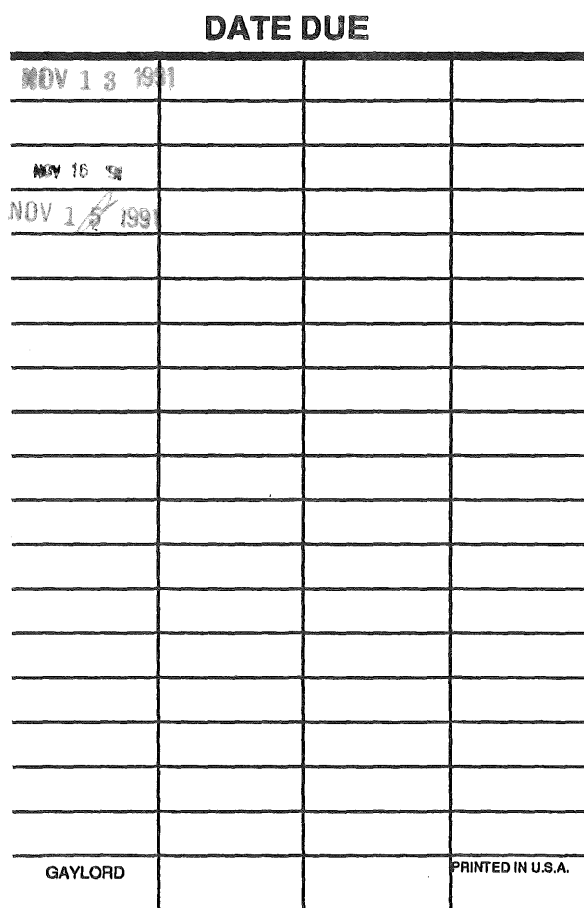
Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - NIGHT
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - RAIN
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. FATIGUE(FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PROPER ALTITUDE NOT MAINTAINED BY THE PILOT. THE WEATHER/NIGHT CONDITIONS AND PILOT FATIGUE WERE CONSIDERED TO BE
CONTRIBUTING FACTORS.



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