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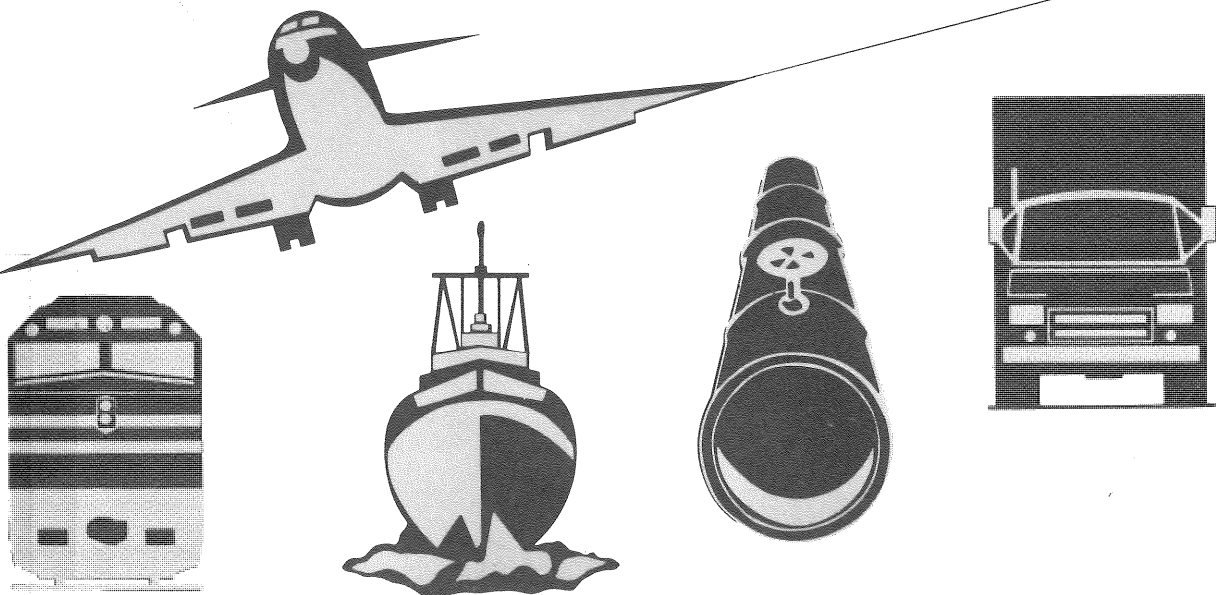
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NATIONAL TRANSPORTATION SAFETY BOARD

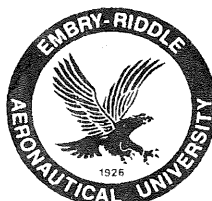


AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 6 OF 1989 ACCIDENTS



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				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 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: 1001 through 1053 1055 through 1200					
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 6

CALENDAR YEAR 1989

File Order Listing - Issue No. 6, 1989

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1001	4129F	082789	TREMONTON, UT	CESSNA	172	SERIOUS	366
1002	13QT	041689	LAKE CITY, FL	COUTZ	QUICKIE Q-	FATAL	120
1003	1837N	062689	SHELBY, MS	BEECH	A36	FATAL	240
1004	84MH	032689	BEAR VALLEY, CA	AEROSPATIALE	AS-355-F	NONE	98
1005	33320	060989	ASHLAND, VA	PIPER	PA-28-180	FATAL	376
1006	1086C	071889	DUCHESNE, UT	BELL	206B	FATAL	360
1007	9681B	072989	WASILLA, AK	CESSNA	180A	SERIOUS	20
1008	679RK	080389	CANYON CREEK, AK	PIPER	PA-18	NONE	22
1009	1592F	110789	ANCHORAGE, AK	CESSNA	A185E	NONE	76
1010	17689	090289	SHEENJEK RIVER, AK	DEHAVILLAND	DHC-3	NONE	40
1011	847DG	102289	PORT HEIDEN, AK	PIPER	PA-18	NONE	74
1012	5814G	071289	DELAND, FL	CESSNA	150	NONE	136
1013	60FU	072789	HOMESTEAD, FL	AERONCA	7AC	SERIOUS	144
1014	921FE	071289	FORT MYERS, FL	CESSNA	208B	NONE	134
1015	4680P	070989	VERO BEACH, FL	CESSNA	152	NONE	130
1016	4967X	071189	MINTER CITY, MS	ROCKWELL INT	S-2R	NONE	242
1017	999MA	071689	LUQUILLO, PR	PIPER	PA-32-300	MINOR	314
1018	3905L	071389	FOREST, MS	CESSNA	172	SERIOUS	244
1019	4427Q	071089	PERRY, FL	CESSNA	172M	NONE	132
1020	711DL	072989	ACKERMAN, MS	PIPER	PA-34	NONE	252
1021	4579	071989	SCHLATER, MS	GRUMMAN	G-164A	NONE	246
1022	9944J	072389	MS STATE UNIV, MS	SCHWEIZER	SGS 1-26C	NONE	250
1023	47ER	071989	LEESBURG, FL	CESSNA	172N	MINOR	138
1024	5158D	071789	NEW CASTLE, IN	CESSNA	182	NONE	196
1025	7G	072089	NYAC MINE, AK	CESSNA	140	NONE	18

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1026	92299	061089	MOAB, UT	CESSNA	182	NONE	354
1027	2165J	070989	RED LODGE, MT	CESSNA	T188C	FATAL	266
1028	1365F	031189	COOLIDGE, GA	CESSNA	172G	NONE	172
1029	3902Z	043089	WASILLA, AK	PIPER	PA-18	MINOR	2
1030	9213P	061089	NAKED ISLAND, AK	PIPER	PA-24	MINOR	6
1031	5302W	062889	KENAI, AK	PIPER	PA-28	NONE	10
1032	6539N	071889	GOLOVIN, AK	CESSNA	T210N	MINOR	16
1033	2923X	070489	STUART, FL	CESSNA	177	FATAL	128
1034	5186J	072589	GAINESVILLE, FL	CESSNA	172N	NONE	142
1035	8782G	060389	PICAYUNE, MS	CESSNA	150	MINOR	238
1036	53SP	053089	KEYSTONE HGTS., FL	BELL	47G-3B-1	MINOR	124
1037	160EH	061589	PUNTILLA LAKE, AK	AEROSPATIALE	AS350B	FATAL	8
1038	7738M	072389	VERO BEACH, FL	MOONEY	M22	NONE	140
1039	4896A	052989	LAKE WALES, FL	CESSNA	A152	NONE	122
1040	55530	032689	COVINGTON, GA	BOEING	A75N1	SERIOUS	176
1041	9084W	081289	BULLFROG, UT	PIPER	PA-28-235	FATAL	364
1042	64263	080689	ALBUQUERQUE, NM	CESSNA	172M	FATAL	274
1043	46260	072489	LOGAN, UT	CESSNA	152	FATAL	362
1044	1499X	060989	MYERSVILLE, MD	PIPER	PA-32-300	FATAL	222
1045	8087M	091789	HESPERIA, CA	CESSNA	310I	FATAL	102
1046	2424N	080589	ANCHORAGE, AK	PIPER	PA-38-112	FATAL	24
1047	8855B	071189	TOWNSEND, TN	CESSNA	172	SERIOUS	320
1048	2676S	080589	MARCO, FL	CESSNA	210L	FATAL	150
1049	2039	070289	CLERMONT, FL	WOOD-OLDFIELD	BABY GREAT	FATAL	126
1050	145Y	110989	PROVO, UT	CESSNA	310I	FATAL	370

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1051	5004F	032289	ATLANTA, GA	BELL	206B	SERIOUS	174
1052	5258L	021489	SEMINOLE, TX	PIPER	PA-28-180	MINOR	328
1053	8096Z	020289	SAN ANGELO, TX	CESSNA	U206	MINOR	326
1055	30806	082489	AUBURN, IN	CESSNA	177B	NONE	198
1056	3954R	072989	WATERTOWN, WI	PIPER	PA-28-180	NONE	386
1057	1325U	101489	CEDARBURG, WI	CESSNA	172M	NONE	390
1058	2101V	083189	BROOKLYN, MI	CESSNA	120	MINOR	228
1059	95975	102489	GRAND FORKS, ND	CESSNA	152	NONE	270
1060	170LF	091089	CORTEZ, CO	CESSNA	170	NONE	116
1061	4838C	090689	TANACROSS, AK	CESSNA	185	FATAL	42
1062	5160D	042789	OWASSO, OK	CESSNA	182	NONE	300
1063	735EZ	030289	ROBSTOWN, TX	CESSNA	182	SERIOUS	332
1064	1165X	092889	LEBANON, IL	PIPER	PA-32-300	NONE	182
1065	6385R	112589	STEAMBOAT SPGS, CO	PIPER	PA-28	SERIOUS	118
1066	69GM	081389	PAINESVILLE, OH	ACRODUSTER	SA-750	SERIOUS	288
1067	7593J	082889	PAULS VALLEY, OK	PIPER	PA-28R-180	FATAL	308
1068	13652	062289	INDIANAPOLIS, IN	CESSNA	172M	MINOR	194
1069	9076K	022489	HAYWARD, CA	ROBINSON	R22	NONE	94
1070	2065N	120289	CONCORD, CA	CESSNA	140	NONE	104
1071	714CR	011489	WINCHESTER, VA	CESSNA	150	NONE	374
1072	5486R	062489	MARKSVILLE, LA	CESSNA	A185F	NONE	210
1073	1275C	051989	HARRAH, OK	CESSNA	177B	NONE	302
1074	2662Q	102589	VINE GROVE, KY	CESSNA	150K	NONE	206
1075	7062A	071289	SAN JUAN, PR	AIRBUS	A300	FATAL	312
1076	4745B	013189	ORE CITY, TX	CESSNA	152	MINOR	324

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1078	7835P	090689	GRANTSVILLE, UT	PIPER	PA-24-180	FATAL	368
1079	12333	080789	NOME, AK	CESSNA	402	FATAL	26
1080	20CF	070289	ANGEL FIRE, NM	BEECH	E33	FATAL	272
1081	3625U	111089	OAKLEY, UT	CESSNA	182F	SERIOUS	372
1082	528OR	031789	GALVESTON, TX	CESSNA	172M	SERIOUS	334
1083	701DM	022889	SAN DIEGO, CA	MITSUBISHI	MU-2B-20F	FATAL	96
1084	4579A	093089	WINDY FORK, AK	PIPER	PA-18	NONE	66
1085	38393	100189	KWETHLUK, AK	PIPER	PA-32	NONE	70
1086	2585M	070689	QUEENS CANNERY, AK	PIPER	PA-32	NONE	12
1087	9382F	100189	KING SALMON, AK	CESSNA	208	NONE	68
1088	4396B	112589	CHUGIAK, AK	CESSNA	170B	NONE	82
1089	5511J	112589	EEK, AK	PIPER	PA-32-260	NONE	80
1090	7542H	081389	WINDY FORK, AK	PIPER	PA-12	FATAL	28
1091	736DA	072289	WISCONSIN DELLS, WI	CESSNA	R172K	NONE	384
1092	4688F	081389	LOUISVILLE, OH	CESSNA	P206A	NONE	286
1093	102AT	100189	MANISTIQUE, MI	CESSNA	177	MINOR	230
1094	100MH	102289	MASCOUTAH, IL	DE HAVILLAND	DH82A	NONE	188
1095	1316U	102989	LANSING, IL	CESSNA	172	NONE	190
1096	15558	070289	BULVERDE, TX	PIPER	PA-28	MINOR	350
1097	6131M	063089	ATLANTIC, IA	MAULE	MX-7	FATAL	180
1098	3226E	050489	PARADISE, TX	AERONCA	11AC	FATAL	338
1099	3931S	061789	EARLE, AR	NORTH AMERIC	AT-6D	FATAL	90
1100	6863Q	052089	RUSSELLVILLE, KY	BEECH	S35	FATAL	204
1101	2460A	092189	NEAR TALKEETNA, AK	PIPER	PA-18	NONE	56

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1102	186M	101589	FRIENDLY, MD	BEECH	A65	MINOR	224
1103	87AJ	012289	CAJALCO, CA	MASON	AJM-1	FATAL	92
1104	4510H	041689	TROY, TX	HEAD	AX8-88	SERIOUS	336
1105	48749	060689	LA SALLE, CO	RYAN	ST-3KR	SERIOUS	108
1106	24607	062589	EVANSTON, WY	BEECH	A24R	NONE	396
1107	80893	062089	BOULDER, CO	CESSNA	172M	NONE	110
1108	4605T	082789	BAINBRIDGE, AK	MAULE	M-4-210	NONE	34
1109	64273	083189	ILIAMNA, AK	DEHAVILLAND	DHC-2	NONE	38
1110	6172K	091889	WASH COURTHOUSE, OH	CESSNA	150	MINOR	290
1111	9487T	102189	LINCOLN, IL	PIPER	PA-38-112	NONE	186
1112	8267Z	052189	HOUGHTON, MI	PIPER	PA-28-161	NONE	226
1113	13931	083189	GULKANA, AK	PIPER	PA-18	NONE	36
1114	1271H	070289	FORT ATKINSON, WI	AERONCA	15AC	MINOR	382
1115	11575	100889	MOORESVILLE, NC	CESSNA	170	NONE	268
1116	56940	070989	BEALETON, VA	BOEING	A75N-1	NONE	378
1117	999HP	052389	ENGLEWOOD, CO	CESSNA	182RG	NONE	106
1118	4269F	101689	NEW LENOX, IL	CESSNA	172	NONE	184
1119	3246H	070289	ENNIS, MT	ERCOUPE	415C	NONE	262
1120	4137Z	062689	DURANGO, CO	PIPER	PA-18-150	NONE	112
1121	5417H	081889	ANCHORAGE, AK	PIPER	PA-19	NONE	30
1122	6929E	082089	ANCHORAGE, AK	CESSNA	175	NONE	32
1123	69WP	072289	BLACKSBURG, VA	PIPER	PA-32R-300	NONE	380
1124	500CD	102989	PLYMOUTH, IN	BELL	47G-2A-1	NONE	200
1125	94668	101489	LAKEVILLE, MI	CESSNA	152	NONE	232
1126	4875H	100589	COLUMBUS, OH	CESSNA	152	NONE	292

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1127	3783L	120289	SAVOY, IL	CESSNA	172G	NONE	192
1128	66714	111989	DETROIT, MI	CESSNA	150M	NONE	234
1129	601LC	110889	CINCINNATI, OH	PIPER	601P	NONE	298
1130	1517U	101989	DODGEVILLE, WI	CESSNA	207	NONE	392
1131	24800	101389	COLUMBUS, OH	CESSNA	152	NONE	296
1132	6306W	100789	TOLEDO, OH	PIPER	PA-28	NONE	294
1133	252WW	081289	MARIETTA, OK	MOONEY	M20K	NONE	306
1134	6693Q	060689	VILLE PLATTE, LA	GRUMMAN/SCHW	G-164B	NONE	208
1135	579LD	070189	DEL RIO, TX	CESSNA	206	NONE	346
1136	761RF	062289	WACO, TX	CESSNA	210	MINOR	342
1137	4613D	070389	ROBY, TX	BEECH	G35	NONE	352
1138	888CG	070289	AUSTIN, TX	ROBINSON	R22	MINOR	348
1139	7648D	052689	CROSBYTON, TX	PIPER	PA-22-150	MINOR	340
1140	6387S	032189	ASHLAND, AL	BEECH	F33A	FATAL	88
1141	45955	062489	ADDISON, TX	CESSNA	152	NONE	344
1142	7577D	092089	ANCHORAGE, AK	PIPER	PA-18	NONE	48
1143	79SC	092089	NENANA RIVER, AK	CESSNA	A185F	SERIOUS	50
1144	7029K	070789	EUREKA, AK	PIPER	PA-20	SERIOUS	14
1145	851TB	091989	SLEEPY BAY, AK	DEHAVILLAND	DHC-6	NONE	46
1146	5450E	092089	NEAR ILIAMNA, AK	HELIO	H-250	MINOR	54
1147	27113	080589	BATON ROUGE, LA	THE BALLOON	FIREFLY 6B	FATAL	212
1148	70022	101489	TULUKSAK, AK	CESSNA	185	NONE	72
1150	83381	093089	KIANA CREEK, AK	PIPER	PA-18	NONE	64
1151	4443R	092089	MULCHATNA RIVER, AK	CESSNA	185	NONE	52
1152	3882M	092689	COTTONWOOD CRK, AK	PIPER	PA-12	NONE	60

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1153	3132B	052289	BIRCHWOOD, AK	CESSNA	170B	MINOR	4
1154	7513K	093089	ILIAMNA, AK	PIPER	PA-18	NONE	62
1155	734VH	090789	BURLINGTON, CO	CESSNA	172N	NONE	114
1156	2921X	090189	WOODVILLE, MS	CESSNA	177	NONE	258
1157	9014N	082589	JACKSONVILLE, FL	HUGHES	269A	MINOR	160
1158	788Y	070789	GUYMON, OK	GRUMMAN	G-164	SERIOUS	304
1159	7498	090889	FRANKLIN, LA	GRUMMAN	G-164A	NONE	218
1160	489US	081989	VERO BEACH, FL	FOKKER	F-28 MK400	SERIOUS	156
1161	955B	082389	PONCE, PR	BELL	47G	NONE	316
1162	8517D	082389	ST AUGUSTINE, FL	PIPER	PA-44-180	NONE	158
1163	37870	090389	CAYEY, PR	BELL	47G-2	NONE	318
1164	1072L	090389	ORLANDO, FL	LAKE	LA-4-200	NONE	164
1165	94JP	101289	JACKSON, MS	BEECH	58P	NONE	260
1166	181BB	101289	MIAMI, FL	BRICKMAN	EIPPER MXI	NONE	168
1167	7946P	091089	TITUSVILLE, FL	PIPER	PA-24-180	NONE	166
1168	3581D	100889	ALBUQUERQUE, NM	AEROSTAR	RX-8	SERIOUS	276
1169	3166Q	101589	ALBUQUERQUE, NM	PIPER	PA-32R-300	NONE	278
1170	9560H	070389	BICKNELL, UT	CESSNA	172M	NONE	356
1171	60847	081589	FORT PIERCE, FL	CESSNA	150	MINOR	154
1172	21895	080589	CANTON, MS	CESSNA	188	NONE	254
1173	3550	080589	SARASOTA, FL	BELL	47G-2	NONE	148
1174	5724M	081589	GREENWOOD, MS	BEECH	18	NONE	256
1175	6144H	071489	SALT LAKE CITY, UT	PIPER	PA-34-200T	NONE	358
1176	6359E	102889	WEST PALM BEACH, FL	BELL	47G	MINOR	170
1177	7470F	032089	SAIPAN,MP, OF	HUGHES	269C	NONE	280

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1178	81AM	080589	HOLLYWOOD, FL	HUGHES	269C	SERIOUS	152
1179	8643U	022689	JACKSBORO, TX	CESSNA	172	NONE	330
1180	22KK	082289	TOMAH, WI	TIERRA II	PANTHER 2	MINOR	388
1181	4857C	061689	HERLONG, CA	CESSNA	T210N	SERIOUS	100
1182	7872Z	082689	JONESBORO, LA	CESSNA	150C	SERIOUS	216
1183	90463	082289	RAYVILLE, LA	BELL	47G-3B-1	NONE	214
1184	4973B	102489	THIBODAUX, LA	CESSNA	152	MINOR	220
1185	738WM	082589	JACKSONVILLE, FL	CESSNA	172N	NONE	162
1186	64RF	080389	APALACHICOLA, FL	CESSNA	172	MINOR	146
1187	47345	072189	GREENWOOD, MS	TEXAS HELICO	OH-13E/M74	NONE	248
1188	4409V	042489	ORWELL, OH	CESSNA	170	NONE	284
1189	52652	042289	BROOKS, GA	BOEING	A75N1	NONE	178
1190	735VZ	011889	COLUMBUS, OH	CESSNA	182Q	NONE	282
1191	67941	121189	KOTZEBUE, AK	CESSNA	402	MINOR	86
1192	9418C	120889	ALEXANDER LAKE, AK	CESSNA	180	NONE	84
1193	6255H	110789	QUINHAGAK, AK	CESSNA	207	NONE	78
1194	18OKA	092589	REDOUBT BAY, AK	CESSNA	180	NONE	58
1195	7124K	091889	PORT MOLLER, AK	PIPER	PA-18-105	SERIOUS	44
1196	732XW	090689	BETHANY, OK	CESSNA	210P	NONE	310
1197	5115Q	112689	EAU CLAIRE, WI	CESSNA	152	NONE	394
1198	819CM	112389	HOWELL, MI	CESSNA	182H	MINOR	236
1199	757UV	112089	KOKOMO, IN	CESSNA	152	NONE	202
1200	349SM	070289	LEWISTOWN, MT	MUSICK/TERRA	TIERRA II	FATAL	264

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 6 OF 1989 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1029

4/30/89

WASILLA, AK

A/C Reg. No. N3902Z

Time (Lcl) - 1433 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - PIPER PA-18

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1625

No. of Seats - 2

Eng Make/Model - LYCOMING O-320

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- LIGHT AND VARIABLE

Visibility - 50.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BIG LAKE, AK

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRSTRIP

Airport Data

RIVARD'S YARD

Runway Ident - 06

Runway Lth/Wid - 650/ 50

Runway Surface - GRASS/TURF

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)

COMMERCIAL

SE LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 24

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 450

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS FLYING FOR THE PURPOSE OF BECOMING CURRENT IN TAILWHEEL EQUIPPED ACFT. THIS WAS HIS 1ST ATTEMPT AT A SHORT FIELD LANDING. HE STATED HE LANDED A LITTLE FAST & LONG, AND APPLIED THE BRAKES TOO HARD. SUBSEQUENTLY, THE ACFT NOSED OVER. THE LANDING STRIP WAS 650 FT LONG.

Brief of Accident (Continued)

File No. - 1029

4/30/89

WASILLA, AK

A/C Reg. No. N3902Z

Time (Lc1) - 1433 ADT

Occurrence #1

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 3. BRAKES(NORMAL) - EXCESSIVE - 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 GO-AROUND WHEN HE DID NOT ATTAIN THE PROPER TOUCHDOWN POINT, WHICH REQUIRED EXCESSIVE USE
OF BRAKES TO STOP ON THE SHORT LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1153 5/22/89 BIRCHWOOD,AK A/C Reg. No. N3132B Time (Lcl) - 1602 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BIRCHWOOD
Runway Ident - 19
Runway Lth/Wid - 4000/ 100
Runway Surface - MACADAM
Runway Status - DRY

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

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

Age - 33
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 - 68 Last 24 Hrs - UNK/NR
Make/Model- 13 Last 30 Days- 22
Instrument- 1 Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE MADE AN ENG RUN-UP WITH THE FUEL SELECTOR IN THE LEFT TANK POSITION, THEN HE MOVED THE SELECTOR TO USE THE RIGHT TANK FOR TAKEOFF. DURING TAKEOFF, THE ACFT CLIMBED APRX 200 TO 300 FT AGL, THEN THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING AN EMERGENCY LANDING IN A SWAMP/MUD FLAT. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS FOUND. THE PLT RPTD THAT WHEN HE TOUCHED THE FUEL SELECTOR HANDLE, DURING THE EMERGENCY RESTART PROCEDURE, HE FELT THE SELECTOR GO INTO THE RIGHT DETENT POSITION.

Brief of Accident (Continued)

File No. - 1153

5/22/89

BIRCHWOOD, AK

A/C Reg. No. N3132B

Time (Lcl) - 1602 ADT

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

Finding(s)
1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - SOFT
3. 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 ASSURE THAT THE FUEL SELECTOR WAS IN THE PROPER DETENT FOR TAKEOFF. A FACTOR
RELATED TO THE ACCIDENT WAS: THE SOFT/MUDDY TERRAIN CONDITIONS IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1030 6/10/89 NAKED ISLAND, AK A/C Reg. No. N9213P Time (Lcl) - 1315 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
DESTROYED
Fire NONE

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

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

Make/Model - PIPER PA-24
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-D4A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JUNEAU, AK
Destination
ANCHORAGE, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

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

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

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

Age - 61
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - M20E

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

Total	- 8000	Last 24 Hrs	- 0
Make/Model-	250	Last 30 Days-	30
Instrument-	1425	Last 90 Days-	55
Multi-Eng	- 5500		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS CRUISING AT 10,000 FT MSL WHEN THE PLT NOTICED A LOSS OF MANIFOLD PRESSURE. HE DESCENDED TO 5000 FT, WHERE THE TEMP WAS 38 DEG F, BUT THE MANIFOLD PRESSURE DID NOT GET ABOVE 20" HG. SUBSEQUENTLY, THE ENG STOPPED PRODUCING POWER & THE PLT WAS FORCED TO DITCH THE ACFT IN PRINCE WILLIAM SOUND NEAR NAKED ISLAND. THE PLT & PAX WERE RESCUED BY A NEARBY BOAT CREW & TREATED FOR HYPOTHERMIA. THE ACFT SANK IN DEEP WATER & WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 1030

6/10/89

NAKED ISLAND, AK

A/C Reg. No. N9213P

Time (Lcl) - 1315 ADT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - WATER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
ENGINE FAILURE FOR AN UNKNOWN REASON.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1037 6/15/89 PUNTILLA LAKE, AK A/C Reg. No. N160EH Time (Lcl) - 0940 ADT

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

Type Operating Certificate-AIR CARRIER - LARGE HELICOPTER	Aircraft Damage				
Name of Carrier -ERA AVIAITON	DESTROYED				
Type of Operation -NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 135	ON GROUND	Pass	1	Serious	Minor
Accident Occurred During -CRUISE			0	0	0
			0	0	0

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

Make/Model - AEROSPATIALE AS350B	Eng Make/Model - TURBOMECA ARRIEL 1B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4300	Engine Type - TURBOSHAFT	
No. of Seats - 6	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	PUNTILLA LAKE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	LOCAL	
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - UNK/NR OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
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)
COMMERCIAL	Current - YES	Total - 12400
SE LAND,ME LAND	Months Since - 1	Make/Model- 2500
HELICOPTER	Aircraft Type - AS350B	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIR TAXI PLT WAS RETURNING THE HELICOPTER TO ITS BASE CAMP AFTER TRANSPORTING PASSENGERS & PARTS TO A REMOTE DRILLING SITE IN RURAL ALASKA. WHILE EN ROUTE, THE HELICOPTER COLLIDED WITH THE ROCK FACE OF A 3900 FT RIDGE AT THE 3500 FT LEVEL. THE WX IN THE AREA WAS RPRTD TO BE OVERCAST BTN 3000 & 3500 FT MSL WITH LIGHT TO OCCASIONALLY HEAVY RAIN. THE PLT HAD AN INSTRUMENT RATING FOR AIRPLANES, BUT NOT FOR HELICOPTERS. HE WAS RPRTDLY IN THE HABIT OF FLYING OVER THE RIDGES, WHEN WX PERMITTED, TO MINIMIZE FLT TIME, INSTEAD OF FOLLOWING LOWER TERRAIN IN NEARBY VALLEYS.

Brief of Accident (Continued)

File No. - 1037

6/15/89

PUNTILLA LAKE, AK

A/C Reg. No. N160EH

Time (Lcl) - 0940 ADT

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - RAIN
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. TERRAIN CONDITION - RISING
9. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT CONTINUED VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC) AND FAILED TO MAINTAIN SUFFICIENT
ALTITUDE TO CLEAR THE MOUNTAINOUS TERRAIN. THE WEATHER AND TERRAIN CONDITIONS WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1031 6/28/89 KENAI, AK A/C Reg. No. N5302W Time (Lcl) - 1750 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 - TAXI					

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

Make/Model - PIPER PA-28	Eng Make/Model - LYCOMING O-320-B2B	ELT Installed/Activated - YES/NO
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 - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KENAI
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 70.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 5000 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 - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 370
SE LAND	Months Since - 24	Make/Model- 167
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 8
		Last 90 Days- 12
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS HAND PROPPING HIS ACFT WHILE HIS WIFE, WHO WAS NOT A PLT, WAS AT THE CONTROLS. WHEN THE ENG STARTED, SHE TRIED TO FOLLOW HIS INSTRUCTIONS TO "THROTTLE DOWN," BUT INCREASED THE THROTTLE SETTING, INSTEAD OF DECREASING IT. SHE WAS UNABLE TO CONTROL THE ACFT OR SHUT DOWN THE ENG BEFORE THE ACFT CRASHED INTO A PARKED AIRPLANE. BOTH ACFT WERE SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1031

6/28/89

KENAI, AK

A/C Reg. No. N5302W

Time (Lc1) - 1750 ADT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)
1. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND
3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PASSENGER
4. LACK OF FAMILIARITY WITH AIRCRAFT - PASSENGER

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

Finding(s)
5. OBJECT - AIRCRAFT PARKED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO OBTAIN PROPER ASSISTANCE IN STARTING THE ENGINE AND/OR HIS INADEQUATE SUPERVISION. THE
PASSENGER'S LACK OF FAMILIARITY WITH THE AIRCRAFT RESULTED IN HER IMPROPER USE OF THE THROTTLE WHICH CONTRIBUTED
TO THE ACCIDENT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1086 7/06/89 QUEENS CANNERY, AK A/C Reg. No. N2585M Time (Lcl) - 1100 ADT

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-PENNAIR	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

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

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

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP	
Method	- N/A	DILLINGHAM, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		QUEENS CANNERY	
Wind Dir/Speed	- 140/012 KTS			Runway Ident	- 03
Visibility	- 2.000 SM	ATC/Airspace		Runway Lth/Wid	- 1400/ 100
Lowest Sky/Clouds	- N/A	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- GRAVEL
Lowest Ceiling	- 700 FT OBSCURED	Type of Clearance	- NONE	Runway Status	- WET
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- RAIN		FULL STOP		
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 4000	Last 24 Hrs - 7
SE LAND, SE SEA	Months Since - 4	Make/Model - 120	Last 30 Days - 85
GLIDER	Aircraft Type - SAS233A	Instrument - 97	Last 90 Days - 130
		Multi-Eng - 18	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARRIVAL, THE PLT ENTERED THE TRAFFIC PATTERN TO LAND ON RWY 3. HE STATED THAT ON FINAL APCH, THE ACFT DESCENDED BELOW THE THRESHOLD OF THE RWY. ALSO, HE RPRTD HE RAISED THE NOSE & ADDED POWER, BUT THE MAIN LANDING GEAR STRUCK A BERM AT THE APCH END OF THE RWY. THE LANDING GEAR SEPARATED FROM THE ACFT & THE ACFT SLID TO A STOP ON THE LEFT SIDE OF THE RWY. THE PLT RPRTD THE WIND WAS FROM THE EAST AT 10, GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 1086

7/06/89

QUEENS CANNERY, AK

A/C Reg. No. N2585M

Time (Lcl) - 1100 ADT

Occurrence #1 UNDERSHOOT

Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - BERM

Occurrence #3 MAIN GEAR COLLAPSED

Phase of Operation LANDING

Finding(s)

7. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT MISJUDGED HIS ALTITUDE AND DISTANCE TO THE RUNWAY DURING THE APPROACH AND FAILED TO ATTAIN
THE PROPER TOUCHDOWN POINT. THE GUSTY CROSSWIND AND BERM WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1144 7/07/89 EUREKA, AK A/C Reg. No. N7029K Time (Lcl) - 2300 ADT

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

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

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

Make/Model	- PIPER PA-20	Eng Make/Model	- LYCOMING O-290-D-135	ELT Installed/Activated	- YES/YES
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	- 135 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	DIRT STRIP
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 90.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 1500/ 15
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 189
SE LAND	Months Since - 2	Make/Model	- 27
	Aircraft Type - C-150	Instrument	- UNK/NR
		Multi-Eng	- 0
		Last 24 Hrs	- 5
		Last 30 Days	- 27
		Last 90 Days	- 112
		Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS USING AUTOMOTIVE FUEL IN HIS AIRPLANE & HAD MADE NUMEROUS TAKEOFFS & LANDINGS IN RAPID SUCCESSION. THE TEMPERATURE WAS 50 DEGREES, THE SKY WAS CLEAR & THE AIRSTRIPE ELEVATION WAS ABOUT 4000 FT. JUST AFTER LIFT-OFF, THE ENGINE COUGHED ONCE, THEN STOPPED COMPLETELY AS IF SOMEONE HAD TURNED IT OFF. SUBSEQUENTLY THE AIRPLANE WAS DAMAGED DURING A LANDING ON UNEVEN TUNDRA. NO MECHANICAL IRREGULARITIES WERE FOUND WITH THE ENGINE OR AIRPLANE. THE CARBURETOR COMPOSITE FLOAT WAS WEIGHTED & FOUND TO BE WITHIN SPECIFIED LIMITS, BUT WHEN SECTIONED, IT GAVE OFF A SLIGHT HYDROCARBON ODOR. VAPOR PRESSURE OF THE AUTO FUEL WAS RPTD TO BE 15 PSI AS COMPARED TO 5 PSI FOR 100 OCTANE AVIATION FUEL (AUTO FUEL MORE SUSCEPTIBLE TO VAPOR LOCK).

Brief of Accident (Continued)

File No. - 1144

7/07/89

EUREKA, AK

A/C Reg. No. N7029K

Time (Lcl) - 2300 ADT

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

Finding(s)

1. UNDETERMINED
2. FLUID, FUEL GRADE - OTHER
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
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:
LOSS OF ENGINE POWER FOR AN UNKNOWN REASON. A FACTOR RELATED TO THE ACCIDENT WAS: ROUGH TERRAIN IN
THE EMERGENCY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1032 7/18/89 GOLOVIN,AK A/C Reg. No. N6539N Time (Lcl) - 2037 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	ON GROUND	Pass 0	0	3	4
Accident Occurred During -TAKEOFF					

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

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 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	NOME,AK	GOLOVIN
Wind Dir/Speed- 200/015 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2720/ 60
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 900 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- HAZE		
Precipitation - DRIZZLE		
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 - 1500
SE LAND	Months Since - 2	Make/Model- 1100
	Aircraft Type - C-T210	Instrument- 265
		Multi-Eng - 0
		Last 24 Hrs - 3
		Last 30 Days- 50
		Last 90 Days- 120
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MISTOOK THE TWY FOR THE RWY & BEGAN HIS TAKEOFF ON THE TWY. WHEN HE REALIZED HIS ERROR, HIS SPEED WAS TOO FAST TO NEGOTIATE THE TURN ONTO THE RWY OR STOP & TOO SLOW TO FLY. SUBSEQUENTLY, THE ACFT WENT OFF AN EMBANKMENT ON THE OPPOSITE SIDE OF THE RWY & WAS DAMAGED. THERE WERE 8 PERSONS ABOARD THE 6-PLACE ACFT. THE 2 EXTRA PERSONS WERE NOT USING SEAT BELTS. ONE (A 10 YR OLD BOY) WAS SITTING BETWEEN THE 2 FRONT SEATS WITHOUT A BELT & ANOTHER (A 10 YR OLD GIRL) WAS SITTING ON THE LAP OF ANOTHER PASSENGER. ALSO, SHOULDER HARNESSSES WERE AVAILABLE FOR 2 FRONT SEAT PAX, BUT THEY WERE NOT USING THEM. THE PLT HAD BEEN ON AN IRREGULAR SCHEDULE & HAD VERY LITTLE SLEEP IN THE PRECEDING 2 OR 3 DAYS. ALSO, HE WAS RPRTD TO BE UNDER PRESSURE TO RETURN TO NOME TO RESUME A RECORD SETTING AROUND-THE-WORLD FLT INVOLVING HIS 11 YEAR OLD SON. THE TWY ANGLED TO THE APCH END OF RWY 2 FROM THE WEST-SOUTHWEST. THE WIND WAS RPRTD TO BE VARIABLE FROM THE SOUTH AT 10 TO 15 KTS WITH GUSTS TO 25 KTS.

Brief of Accident (Continued)

File No. - 1032

7/18/89

GOLOVIN,AK

A/C Reg. No. N6539N

Time (Lcl) - 2037 ADT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. FATIGUE(FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND
3. FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND
4. SELF-INDUCED PRESSURE - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. WEATHER CONDITION - DRIZZLE
7. WEATHER CONDITION - UNFAVORABLE WIND
8. WEATHER CONDITION - TAILWIND
9. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
10. TERRAIN CONDITION - ROUGH/UNEVEN
11. SEAT BELT - NOT USED - PASSENGER
12. SHOULDER HARNESS - NOT USED - PASSENGER
13. SHOULDER HARNESS - NOT USED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S POOR JUDGEMENT, HIS INADEQUATE PREFLIGHT PLANNING/PREPARATION, AND HIS SELECTION OF THE TAXIWAY (WRONG
RUNWAY) FOR TAKEOFF. CONTRIBUTING FACTORS WERE: THE PILOT'S PHYSICAL CONDITION (FATIGUE), HIS SELF INDUCED PRESSURE,
THE WEATHER CONDITIONS, AND THE UNEVEN TERRAIN.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1025 7/20/89 NYAC MINE, AK A/C Reg. No. N7G Time (Lcl) - 1930 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 -APPROACH			0	0	0
					1
					1

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

Make/Model - CESSNA 140	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	OFF AIRPORT/STRIP
Method - N/A	BETHEL, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NYAC
Wind Dir/Speed- 100/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4400
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 261
SE LAND	Months Since - 12	Make/Model- 27
	Aircraft Type - PA-28	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 2
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT ON SHORT FINAL APCH TO LND, THE AIRPLANE'S LEFT RUDDER PEDAL WENT TO THE FLOOR AND WOULD NOT RETURN. HE BEGAN A GO-AROUND, WITH THE AIRPLANE IN AN OUT-OF-TRIM CONDITION, BUT SECONDS LATER, IT CRASHED. THE LEFT RUDDER PEDAL BAR ASSEMBLY ARM WAS FOUND BROKEN AT THE CRASH SITE. THE FAILED ARM WAS MADE FROM THINNER AND SOFTER METAL, THAN THE RIGHT ARM. A HARDNESS TEST REVEALED IT HAD BEEN REPAIRED WITH METAL THAT WAS WELL BELOW THE MANUFACTURER'S SPECIFICATION. A METALLURGICAL EXAM OF THE FAILED PART REVEALED IT HAD FAILED FROM OVERLOAD. NO PREEXISTING CRACKS WERE FOUND.

Brief of Accident (Continued)

File No. - 1025

7/20/89

NYAC MINE, AK

A/C Reg. No. N7G

Time (Lcl) - 1930 ADT

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

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL - FAILURE, TOTAL
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL

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

Finding(s)

3. GO-AROUND - INITIATED -
4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation GO-AROUND (VFR)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE LEFT RUDDER PEDAL BAR ASSEMBLY AND FAILURE OF THE PILOT TO MAINTAIN CONTROL OF THE AIRCRAFT. IMPROPER
MAINTENANCE AND THE PILOT'S LACK OF TOTAL EXPERIENCE WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1007 7/29/89 WASILLA, AK A/C Reg. No. N9681B Time (Lcl) - 1325 ADT

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

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

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

Make/Model - CESSNA 180A	Eng Make/Model - CONTINENTAL D-470-K	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 060/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 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 - 7000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 350
SE SEA	Months Since - 2	Make/Model- 183
	Aircraft Type - C-180	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT FLEW THE FLOAT PLANE TO COTTONWOOD LAKE FOR MAINTENANCE. A QUICK DRAIN WAS INSTALLED IN ONE WING OF THE ACFT & THE OTHER WING TANK WAS DRAINED. THE PLT WAS AWARE OF THE LOW FUEL CONDITION, BUT DID NOT VISUALLY INSPECT THE TANKS BEFORE THE FLT. THE MECHANIC, WHO WORKED ON THE ACFT, TOLD THE PLT OF THE LOW FUEL CONDITION, BUT THE PLT BELIEVED THERE WAS SUFFICIENT FUEL TO FLY TO WASILLA LAKE, WHICH WAS JUST 3 MI WEST OF COTTONWOOD LAKE. SHORTLY AFTER TAKEOFF, THE ENG LOST POWER. THE PLT TRIED TO TURN BACK TO COTTONWOOD LAKE TO LAND, BUT DIDN'T HAVE ENOUGH ALT. HE SAID THE ACFT STALLED & CRASHED INTO TREES AS HE WAS TURNING AWAY FROM A HOUSE. LESS THAN ONE GAL OF FUEL WAS FOUND IN ONE TANK & THE OTHER TANK HAD ABOUT 1 QUART OF FUEL REMAINING. ACCORDING TO THE OWNER'S MANUAL, 1.5 GAL OF FUEL WAS UNUSABLE IN MANEUVERING FLT & ONE GAL WAS UNUSABLE IN LEVEL FLT.

Brief of Accident (Continued)

File No. - 1007

7/29/89

WASILLA, AK

A/C Reg. No. N9681B

Time (Lcl) - 1325 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

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

Finding(s)

4. OBJECT - RESIDENCE
5. MANEUVER - INITIATED -
6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE PREFLIGHT BY THE PILOT WHICH RESULTED IN FUEL STARVATION DUE TO AN INADEQUATE SUPPLY OF FUEL AND HIS
FAILURE TO MAINTAIN ADEQUATE AIRSPEED WHILE MANEUVERING BACK TOWARD THE LAKE WHICH RESULTED IN AN INADVERTENT STALL.
THE HOUSE & TREES WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1008 8/03/89 CANYON CREEK, AK A/C Reg. No. N679RK Time (Lcl) - 2000 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	0	1

-----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	OFF AIRPORT/STRIP
Method - N/A	CANYON CREEK, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DILLINGHAM, AK	
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1500 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 - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2500
SE LAND, SE SEA	Months Since - 5	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - 7AC	Make/Model- 1000
		Last 30 Days- 5
		Instrument- UNK/NR
		Last 90 Days- 15
		Multi-Eng - UNK/NR
		Rotorcraft - 1000

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT ABOUT 15 MIN AFTER TAKEOFF, THE ENG LOST POWER. RPRTDLY, IT LOST POWER AFTER THE LEFT TANK EMPTIED. HE SWITCHED TO THE RIGHT TANK, BUT RPRTDLY THERE WAS INSUFFICIENT ALT TO OBTAIN A RESTART BEFORE HE WAS FORCED TO LAND ON ROUGH TERRAIN. THE PLT RPRTD HE NORMALLY OPERATED THE ACFT BY USING FUEL FROM THE LEFT TANK & HAD NOT USED FUEL FROM THE RIGHT TANK IN SEVERAL MONTHS. HE BELIEVED A SMALL AMOUNT OF WATER MAY HAVE COME FROM THE RIGHT TANK & PREVENTED AN IMMEDIATE RESTART OF THE ENG. THE ACDNT OCCURRED IN A REMOTE AREA & THE OCCUPANTS OF THE ACFT WERE NOT RECOVERED FOR SIX DAYS. THE ACFT WAS NOT RETRIEVED (AS OF THE DATE OF THE PLT'S ACDNT RPRT).

Brief of Accident (Continued)

File No. - 1008

8/03/89

CANYON CREEK, AK

A/C Reg. No. N679RK

Time (Lcl) - 2000 ADT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID,FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
 4. FLUID,FUEL - WATER
 5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE
 7. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER PLANNING/DECISION CONCERNING FUEL MANAGEMENT, WHICH RESULTED IN FUEL STARVATION. CONTRIBUTING
FACTORS WERE: PROBABLE WATER IN THE FUEL, INADEQUATE ALTITUDE FOR AN ENGINE RESTART, AND THE TERRAIN CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1046 8/05/89 ANCHORAGE, AK A/C Reg. No. N2424N Time (Lcl) - 1736 ADT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MERRILL
Wind Dir/Speed- 310/004 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3999/ 100
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1500 FT BROKEN	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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 27
	Months Since - N/A	Make/Model- 27
	Aircraft Type - N/A	Instrument- 2
		Multi-Eng - 0
		Last 24 Hrs - 2
		Last 30 Days- 27
		Last 90 Days- 27
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD JUST COMPLETED HER 4TH TOUCH-&-GO LNDG. WHILE CLIMBING AFTER TAKEOFF, THE ENG LOST PWR. THE ACFT WAS OBSERVED TO ENTER A LEFT TURN, AS IF TO RTRN BACK TO THE RWY, THEN IT ENTERED A STALL/SPIN & CRASHED APRX 1/2 MI WEST OF THE ARPT. NO PREIMPACT MECHANICAL PROBLEMS WERE FND, EXCEPT THE ENG PRIMER WAS FND APRX 3/4 OF THE WAY OUT FROM THE LOCKED PSN, THE IGNITION SWITCH HAD SVRL ELECTRICAL CONTACTS BROKEN OFF & ITS SWITCH CONTACTS WERE DIRTY WITH CARBON DEPOSITS. THE IGNITION SWITCH, HOWEVER, WAS BADLY DAMAGED FROM IMPACT. NEITHER THE PRIMER NOR THE IGNITION SWITCH COULD BE VERIFIED AS HAVING EFFECTED THE ENG PROBLEM. THE TEMP & DEW POINT WERE 70 & 58 DEG, RESPECTIVELY. ACCORDING TO CARB ICING CHARTS, CONDITIONS WERE CONDUCIVE FOR CARB ICING.

Brief of Accident (Continued)

File No. - 1046

8/05/89

ANCHORAGE, AK

A/C Reg. No. N2424N

Time (Lc1) - 1736 ADT

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

Finding(s)

1. UNDETERMINED
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. FUEL SYSTEM, PRIMER SYSTEM - NOT SECURED
4. IGNITION SYSTEM, IGNITION SWITCH - CORRODED

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

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

Finding(s)

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
LOSS OF ENGINE POWER FOR AN UNKNOWN REASON, AND THE PILOT'S FAILURE TO MAINTAIN ADEQUATE AIRSPEED, WHILE TURNING
BACK TOWARD THE AIRPORT, WHICH RESULTED IN AN INADVERTENT STALL/SPIN.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1079 8/07/89 NOME,AK

A/C Reg. No. N12333

Time (Lcl) - 1230 ADT

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

Type Operating Certificate	COMMUTER	Aircraft Damage									
Name of Carrier	-RYAN AIR SERVICE	DESTROYED		Fatal	1	Serious	0	Minor	0	None	0
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire		Crew	1	0	0	0	0	0	
Flight Conducted Under	-14 CFR 135	ON GROUND		Pass	0	0	0	0	0	0	
Accident Occurred During	-MANEUVERING										

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

Make/Model	- CESSNA 402	Eng Make/Model	- CONTINENTAL TS10-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6850	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 325 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WALES,AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	NOME,AK	
Wind Dir/Speed - 120/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision - FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 3247	Last 24 Hrs - 6
SE LAND,ME LAND,SE SEA	Months Since - 2	Make/Model - 312	Last 30 Days - 132
	Aircraft Type - C-402	Instrument - 97	Last 90 Days - 378
		Multi-Eng - 396	Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARRIVAL, RYAN AIR FLT 2401 (CESSNA 402, N12333) CONTACTED NOME FSS & RPRTD 15 MI WEST OF NOME. THE PLT WAS ADZD THE WX AT NOME WAS BELOW BASIC VFR. THE PLT REQUESTED A SPECIAL VFR CLNC. HE WAS ADZD TO REMAIN IN VFR CONDITIONS OUTSIDE THE CONTROL ZONE & TO STANDBY FOR A CLNC. LATER, WHEN FSS PSNL TRIED TO CONTACT FLT 2401 TO ISSUE THE CLNC, THERE WAS NO REPLY FROM THE PLT. SUBSEQUENTLY, A SEARCH WAS INITIATED FOR THE ACFT. FOUR DAYS LATER, IT WAS FOUND WHERE IT HAD CRASHED AT ABOUT 450' MSL ON THE EAST EDGE OF SLEDGE ISLAND, APRX 18 MI WEST OF NOME. AN EXAM OF THE WRECKAGE REVEALED THE ACFT HAD CRASHED INTO RISING TERRAIN, WHILE IN LEVEL FLT ON A HEADING OF ABOUT 250 DEG. NO PREIMPACT MECHANICAL PROBLEM WAS EVIDENT. THE 1300 ADT WX AT NOME WAS IN PART: 400' OVC, VIS 2 MI WITH RAIN & FOG, WIND FROM 120 DEG AT 12 KTS.

Brief of Accident (Continued)

File No. - 1079

8/07/89

NOME, AK

A/C Reg. No. N12333

Time (Lc1) - 1230 ADT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. WEATHER CONDITION - RAIN
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 7. TERRAIN CONDITION - RISING
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
CONTINUED VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC) BY THE PILOT, AND HIS IMPROPER IN-FLIGHT
PLANNING/DECISION. THE WEATHER AND TERRAIN CONDITIONS WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1090 8/13/89 WINDY FORK, AK A/C Reg. No. N7542H Time (Lcl) - UNK/NR

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

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

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	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 - UNK/NR	ANCHORAGE, AK	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - UNK/NR		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 270
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & PAX DEPARTED ON A SHEEP HUNTING TRIP ON 8/5/89 & WERE EXPECTED TO RETURN BY 8/19/89. WHEN THEY WERE OVERDUE, A SEARCH WAS INITIATED & THE ACFT WAS FOUND ON 8/20/89, WHERE IT CRASHED INTO RISING TERRAIN NEAR A GRAVEL BAR. THERE WAS EVIDENCE THE ACFT MAY HAVE OCCURRED AS THE ACFT WAS BEING OPERD FROM THE GRAVEL BAR. AN EXAM REVEALED THE ACFT HAD CRASHED IN A STEEP, NOSE DOWN ATTITUDE, CONSISTENT WITH A STALL. NO MECHANICAL ANOMALIES OF THE ACFT WERE FOUND DRG THE INVESTIGATION. ON AN APPLICATION FOR THE PLT'S LAST MED CERT, DATED 12/16/88, HE RPRTD A TOTAL FLT TIME OF 270 HRS. ELEV OF THE CRASH SITE WAS APRX 2800 FT.

Brief of Accident (Continued)

File No. - 1090

8/13/89

WINDY FORK, AK

A/C Reg. No. N7542H

Time (Lc1) - UNK/NR

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation UNKNOWN

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - RISING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO MAINTAIN AIRSPEED WHILE OPERATING TO OR FROM THE GRAVEL BAR, WHICH RESULTED IN AN INADVERTENT
STALL. THE RISING TERRAIN WAS CONSIDERED A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1121 8/18/89 ANCHORAGE, AK A/C Reg. No. N5417H Time (Lc1) - 1913 ADT

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

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

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

Make/Model - PIPER PA-19	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	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	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SOLDOTNA, AK	LAKE HOOD
Wind Dir/Speed- 140/013 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1900/ 150
Lowest Sky/Clouds - 600 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 9000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 230
SE LAND, SE SEA	Months Since - 4	Make/Model- 160
	Aircraft Type - PA-19	Instrument- 4
		Last 24 Hrs - 0
		Last 30 Days- 20
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT SHORTLY AFTER TAKEOFF, THE ENG BGN TO LOSE PWR. HE WAS UNABLE TO RETURN TO THE SEAPLANE BASE OR FIND ANOTHER SUITABLE LNDG SITE. WHEN HE ATMTD TO LND ON A RESIDENTIAL STREET, THE ACFT HIT A TREE, THEN CRASHED, HITTING A POSTBOX & FENCE. AN EXAM OF THE ACFT REVEALED NO MECHANICAL ANOMALIES THAT WOULD HAVE PRECLUDED NML FLT. THE CARBURETOR WAS DISASSEMBLED & WAS FOUND TO CONTAIN MORE THAN 1/4 INCH OF WATER. THE PLT STATED THAT HE HAD EXPERIENCED A TOTAL LOSS OF POWER APRX 2 WEEKS EARLIER, BUT MADE A SUCCESSFUL FORCED LANDING. HE DRAINED A LARGE QUANTITY OF WATER FROM THE RIGHT FUEL TANK (AS BEST HE COULD), BUT DECIDED TO OPERATE THE ACFT BY JUST USING THE LEFT FUEL TANK. HE SAID THAT HE USED THE LEFT TANK FOR TAKEOFF ON THE ACDNT FLT, BUT AFTER THE OCCURRENCE, HE WAS CONCERNED THAT WATER FROM THE RIGHT TANK MAY HAVE CONTAMINATED THE REST OF THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1121

8/18/89

ANCHORAGE, AK

A/C Reg. No. N5417H

Time (Lcl) - 1913 ADT

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

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
2. FLUID, FUEL - WATER
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
OPERATION WITH A KNOWN DEFICIENCY IN THE AIRCRAFT AND WATER CONTAMINATION OF THE FUEL DUE TO INADEQUATE
PREFLIGHT PREPARATION BY THE PILOT. FACTORS RELATED TO THE ACCIDENT WERE: LACK OF SUITABLE TERRAIN FOR
A FORCED LANDING AND TREE(S).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1122 8/20/89 ANCHORAGE, AK A/C Reg. No. N6929E Time (Lcl) - 2025 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 - CESSNA 175	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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	SOLDOTNA, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	Runway Ident - N/A
Wind Dir/Speed- 250/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 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 - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 450
SE LAND, SE SEA	Months Since - 14	Last 24 Hrs - 1
	Aircraft Type - C-175	Make/Model- 300
		Last 30 Days- 6
		Instrument- 20
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES DURING AN EMERG LANDING & WAS DAMAGED. INSPN OF THE ENG REVEALED THE DOWEL & CRANKSHAFT GEAR BOLT (AT THE AFT END OF THE CRANKSHAFT) HAD FAILED, WHICH ALLOWED THE GEAR TO DISCONNECT & RESULT IN A LOSS OF POWER. THE ENG HAD A RECENT MAJOR REPAIR INVOLVING THE CRANKSHAFT. THE MECHANIC WHO PERFORMED THE REPAIR, STATED HE FLWD THE INSTRUCTIONS IN THE AVCO LYCOMING OVERHAUL MANUAL. HOWEVER, HE DID NOT COMPLY WITH LYCOMING SERVICE BULLETIN 475, DATED 10/31/86, WHICH REQUIRED THAT THE GEAR ATTACHMENT BOLT NOT BE REUSED. A METALLURGICAL EXAM SHOWED THAT THE GEAR ATTACHMENT BOLT HAD FAILED FROM TENSILE OVERSTRESS. FAILURE MODE OF THE DOWEL PIN WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1122

8/20/89

ANCHORAGE, AK

A/C Reg. No. N6929E

Time (Lcl) - 2025 ADT

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

Finding(s)

1. ACCESSORY DRIVE ASSY, DRIVE GEAR - DISCONNECTED
 2. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER MAJOR REPAIR BY MAINTENANCE PERSONNEL AND FAILURE OF THE ACCESSORY DRIVE (CRANKSHAFT) DOWEL
PIN AND/OR GEAR BOLT, WHICH RESULTED IN THE ACCESSORY DRIVE GEAR IN BECOMING DISCONNECTED FROM THE
CRANKSHAFT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1108 8/27/89 BAINBRIDGE, AK A/C Reg. No. N4605T Time (Lcl) - 1500 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	1
Accident Occurred During - LANDING					

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

Make/Model - MAULE M-4-210	Eng Make/Model - CONTINENTAL IO-360-A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MONTAGUE ISLAND, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SEWARD, AK	
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - .500 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 200 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
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 - YES	Total - 500
SE LAND	Months Since - 22	Make/Model- 250
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 30
		Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ENCOUNTERED IFR CONDITIONS WITH A LOW CEILING, FOG & RAIN, AND ELECTED TO LAND ON A BEACH. DURING THE LANDING, THE LANDING GEAR & PROP WERE DAMAGED. LATER, THE TIDE & SURF RESULTED IN FURTHER DAMAGE TO THE ACFT.

Brief of Accident (Continued)

File No. - 1108

8/27/89

BAINBRIDGE, AK

A/C Reg. No. N4605T

Time (Lcl) - 1500 ADT

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 - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. PRECAUTIONARY LANDING
 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 7. TERRAIN CONDITION - ROUGH/UNEVEN
 8. TERRAIN CONDITION - SOFT
-

----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 CONDITIONS, AND HIS SUBSEQUENT SELECTION OF UNSUITABLE
TERRAIN FOR LANDING. FACTORS RELATED TO THE ACCIDENT WERE: ADVERSE WEATHER CONDITIONS AND TERRAIN CONDITIONS IN
THE PRECAUTIONARY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1113 8/31/89 GULKANA, AK A/C Reg. No. N13931 Time (Lc1) - 0900 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	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	- 1250	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	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	WINDY RIDGE
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 60.0 SM	Type of Flight Plan	- 14
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 800/ 25
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRAVEL
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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	- 132
SE LAND	Months Since - 4	Make/Model	- 132
	Aircraft Type - PA-18	Instrument	- UNK/NR
		Multi-Eng	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- 28
		Last 90 Days	- 49
		Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT NOSED OVER DURING A LANDING ON A GRAVEL BAR. THE PILOT STATED THAT HE USED EXCESSIVELY HARD BRAKING AFTER TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1113

8/31/89

GULKANA,AK

A/C Reg. No. N13931

Time (Lcl) - 0900 ADT

Occurrence #1 NOSE OVER
Phase of Operation LANDING

Finding(s)

1. 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:
THE PILOTS IMPROPER USE OF BRAKES DURING THE LANDING ROLL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1109 8/31/89 ILIAMNA,AK A/C Reg. No. N64273 Time (Lcl) - 1630 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - DEHAVILLAND DHC-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 5100
No. of Seats - 7

Eng Make/Model - P&W R-985-14B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 350 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

ILIAMNA,AK

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP,CFI

SE LAND,ME LAND,SE SEA

Age - 37

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - BE-76

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3500

Make/Model- 150

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 12

Last 30 Days- 125

Last 90 Days- 250

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE ABORTED A TAKEOFF FROM A GRAVEL BAR AFTER THE AIRPLANE'S MAIN WHEELS HIT A SOFT SPOT. BEFORE THE AIRPLANE COULD BE STOPPED, IT HIT A DITCH. SUBSEQUENTLY, THE LEFT MAIN LANDING GEAR COLLAPSED & THE LEFT WING HIT THE GROUND.

Brief of Accident (Continued)

File No. - 1109

8/31/89

ILIAMNA, AK

A/C Reg. No. N64273

Time (Lcl) - 1630 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 3. TERRAIN CONDITION - SOFT
 4. TERRAIN CONDITION - DITCH
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - ABORTED

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S SELECTION OF UNSUITABLE TERRAIN FOR AN OFF-AIRPORT OPERATION. FACTORS RELATED TO THE ACCIDENT WERE: THE
ADVERSE TERRAIN CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1010 9/02/89 SHEENJEK RIVER,AK A/C Reg. No. N17689 Time (Lcl) - 1230 ADT

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

Type Operating Certificate-COMMUTER

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

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

Make/Model - DEHAVILLAND DHC-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 8000
No. of Seats - 6

Eng Make/Model - P&W R-1340-59
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 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- 180/010 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 6000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SHEENJEK RIVER,AK
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7000
Make/Model- 700
Instrument- 334
Multi-Eng - 1000
Last 24 Hrs - 1
Last 30 Days- 127
Last 90 Days- 350

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT AS THE ACFT WAS ON A SHORT FINAL APCH TO LAND ON A GRAVEL BAR, IT ENCOUNTERED A DOWNDRAFT. TO AVOID CONTACTING THE WATER, HE CORRECTED WITH ELEVATOR CONTROL & POWER, BUT THE ACFT GAINED MORE ALTITUDE THAN HE DESIRED. SUBSEQUENTLY, IT TOUCHED DOWN ON THE GRAVEL BAR BEYOND THE INTENDED TOUCHDOWN POINT. AS THE PLT WAS APPLYING HEAVY BRAKING TO STOP ON THE GRAVEL BAR, THE WHEELS DUG INTO THE SANDY TERRAIN & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1010

9/02/89

SHEENJEK RIVER, AK

A/C Reg. No. N17689

Time (Lc1) - 1230 ADT

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED -
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
6. TERRAIN CONDITION - SAND BAR
7. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO GO AROUND WHEN HE WAS UNABLE TO ATTAIN THE PROPER TOUCHDOWN POINT AND HIS EXCESSIVE APPLICATION
OF BRAKES DURING THE LANDING. CONTRIBUTING FACTORS WERE: THE DOWNDRAFT, EXCESSIVE REMEDIAL ACTION, AND SOFT TERRAIN.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1061 9/06/89 TANACROSS, AK A/C Reg. No. N4838C Time (Lcl) - 1730 ADT

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

Type Operating Certificate-COMMUTER

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

Aircraft Damage
DESTROYED

Fire
ON GROUND

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

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

Make/Model - CESSNA 185
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520
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 - 50.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TANACROSS
Runway Ident - 12
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1200 Last 24 Hrs - 5
Make/Model- 52 Last 30 Days- 60
Instrument- 45 Last 90 Days- 100
Multi-Eng - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER RTRNG FM A HUNTING TRIP, THE PLT WAS PREPARING TO FLY TO ANOTHER LOCATION. SOMEONE ASKED HIM IF IT WOULD BE PERMISSIBLE TO FILM HIS TAKEOFF BY MOUNTING A CAMERA IN THE TAKEOFF AREA. THE PLT AGREED, BUT ELECTED TO USE THE TAXIWAY (TWY) TO FILM THE TAKEOFF. THE CAMERA WAS MOUNTED IN THE MIDDLE OF THE TWY. AFTER THE PLT TOOK OFF OVER THE CAMERA, HE TURNED BACK & FLEW ACROSS THE ARPT AT A RELATIVELY LOW ALT. THE ACFT THEN ENTERED A STEEP CLIMBING TURN. ONE WITNESS SAID THE PLT THEN "EXECUTED THE ONE-HALF ROLL TO THE RIGHT TO UPSIDE DOWN, TURN BACK AND DOWN . . . PARALLEL TO THE LARGE RUNWAY." SUBSEQUENTLY, THE ACFT CRASHED ON THE RUNWAY & BEGAN BURNING. IT WAS DEMOLISHED BY IMPACT & FIRE. NO PREIMPACT MECHANICAL PROBLEMS WERE FOUND DRG THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 1061

9/06/89

TANACROSS, AK

A/C Reg. No. N4838C

Time (Lc1) - 1730 ADT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. BUZZING - PERFORMED - PILOT IN COMMAND
 3. MANEUVER - INITIATED - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
POOR JUDGEMENT BY THE PILOT BY BUZZING THE AIRPORT AND HIS FAILURE TO MAINTAIN SUFFICIENT ALTITUDE/CLEARANCE ABOVE
THE TERRAIN. THE PILOT'S USE OF ABRUPT MANEUVERS WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1195 9/18/89 PORT MOLLER, AK A/C Reg. No. N7124K Time (Lcl) - 1930 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-18-105
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/035 KTS
Visibility - 10.0 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
SANDY LK LODGE, AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 59
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-18

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

Total	- 20000	Last 24 Hrs	- 5
Make/Model-	2000	Last 30 Days-	40
Instrument-	UNK/NR	Last 90 Days-	100
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A FLT TO AIRDROP SURVIVAL EQUIPMENT TO SURVIVORS OF A BOATING ACDNT, OF WHICH HE HAD WITNESSED THE DROWNING OF A CLOSE FRIEND. HE DEPARTED SANDY LAKE LODGE IN GUSTY WIND CONDITIONS. THE RESCUE AREA WAS LOCATED ON THE LEE SIDE OF MOUNTAINS THAT ROSE TO ABOUT 2000 FT ABOVE THE LAKE. ACCORDING TO WITNESSES, THE ACFT WAS MANEUVERING AT ABOUT 150 FT AGL, BEFORE THE ACDNT OCCURRED. THE PLT RPTD THAT THE ACFT ENCOUNTERED SEVERE TURBULENCE AND A DOWN-DRAFT FROM WHICH HE WAS UNABLE TO RECOVER. WITNESSES ESTIMATED THE WIND WAS FROM 120 DEG AT 35 GUSTING 60 KTS. THE PLT ESTIMATED THE WIND WAS GUSTING TO 80 KTS.

Brief of Accident (Continued)

File No. - 1195

9/18/89

PORT MOLLER, AK

A/C Reg. No. N7124K

Time (Lcl) - 1930 ADT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. SELF-INDUCED PRESSURE - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH WIND
 4. WEATHER CONDITION - MOUNTAIN WAVE
 5. WEATHER CONDITION - GUSTS
 6. WEATHER CONDITION - TURBULENCE
 7. WEATHER CONDITION - DOWNDRAFT
-

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:
IMPROPER PLANNING/DECISION BY THE PILOT. FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT'S SELF INDUCED
PRESSURE AND THE ADVERSE WEATHER CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1145 9/19/89 SLEEPY BAY, AK A/C Reg. No. N851TB Time (Lcl) - 1210 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	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	4

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

Make/Model	- DEHAVILLAND DHC-6	Eng Make/Model	- P&W PT6A-20	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 11600	Engine Type	- TURBOPROP		
No. of Seats	- 11	Rated Power	- 495 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NWS	OFF AIRPORT/STRIP
Method	- UNK/NR	
Completeness	- PARTIAL, LMTD BY PILOT	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 075/010 KTS	- N/A
Visibility	- 15.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	- 700 FT SCATTERED	- N/A
Lowest Ceiling	- 2000 FT OVERCAST	Runway Surface
Obstructions to Vision	- NONE	- N/A
Precipitation	- RAIN	Runway Status
Condition of Light	- DAYLIGHT	- N/A

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 5650	Last 24 Hrs - 3
ME LAND, SE SEA	Months Since - 3	Make/Model - 2100	Last 30 Days - 80
	Aircraft Type - DHC-6	Instrument - 1950	Last 90 Days - 260
		Multi-Eng - 5300	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED HE OVERFLEW THE INTENDED LANDING AREA & OBSERVED 2 TO 3 FOOT HIGH SWELLS. HE ELECTED TO LAND PARALLEL TO THE SWELLS AND INTO A QUARTERING HEADWIND. TOUCHDOWN WAS RPTD TO BE SMOOTH ON THE LEFT FLOAT. THE ACFT THEN ENTERED A LARGE SWELL, 4 TO 5 FOOT HIGH, & BECAME AIRBORNE. IT THEN HIT THE WATER HARD & THE FRONT SPREADER BAR AND STRUT SYSTEM ON THE FLOATS FAILED. THE WIND WAS REPORTED TO BE FROM 075 DEG AT 10 GUSTING 15 KTS, FROM THE OPEN OCEAN, STRAIGHT INTO SLEEPY BAY.

Brief of Accident (Continued)

File No. - 1145

9/19/89

SLEEPY BAY, AK

A/C Reg. No. N851TB

Time (Lcl) - 1210 ADT

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

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 OTHER GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, FLOAT ASSEMBLY - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
SELECTION OF UNSUITABLE TERRAIN (WATER CONDITION) BY THE PILOT. THE ROUGH WATER CONDITION WAS A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1142 9/20/89 ANCHORAGE, AK A/C Reg. No. N7577D Time (Lcl) - 1530 ADT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAKE HOOD STRIP
Wind Dir/Speed- 330/007 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 60.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2200/ 80
Lowest Sky/Clouds - 5500 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 510
SE LAND	Months Since - 4	Make/Model- 220
	Aircraft Type - UNK/NR	Instrument- 60
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING, THE PILOT (PIC) NOTICED A GRAVEL TRUCK PARKED IN THE VICINITY OF THE TAXIWAY. SHORTLY BEFORE REACHING THE GRAVEL TRUCK, HIS ATTENTION WAS DIVERTED TO A TRACTOR DOING WORK IN THE RUN-UP AREA FOR RUNWAY 31 (TO WHICH HE WAS TAXIING). WHEN HE RETURNED HIS ATTENTION MORE CLOSELY TO HIS TAXIING, HE SAW HE WAS TOO CLOSE TO THE GRAVEL TRUCK AND APPLIED BRAKES, BUT THE RIGHT WING OF THE AIRPLANE STRUCK THE GRAVEL TRUCK. THE GRAVEL TRUCK WAS NOT MOVING AT THE TIME.

Brief of Accident (Continued)

File No. - 1142

9/20/89

ANCHORAGE, AK

A/C Reg. No. N7577D

Time (Lcl) - 1530 ADT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - VEHICLE
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. DIVERTED ATTENTION - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE VISUAL LOOKOUT BY THE PILOT DUE TO HIS DIVERTED ATTENTION. THE VEHICLES (TRACTOR & TRUCK) WERE
CONSIDERED TO BE RELATED FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1143 9/20/89 NENANA RIVER, AK A/C Reg. No. N79SC Time (Lcl) - 1430 ADT

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

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

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

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - FLOAT	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	NOWITNA RIVER, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 060/020 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 SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 550
SE SEA	Months Since - 23	Last 24 Hrs - 2
	Aircraft Type - C-185	Make/Model- 250
		Last 30 Days- 22
		Instrument- 5
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO LAND ON THE NENANA RIVER IN A CROSSWIND. HE DID NOT FEEL THE WIND WAS OF ANY SIGNIFICANCE, BUT HE NOTED THAT HE WAS CROSS CONTROLLING THE AIRPLANE TO LINE UP FOR THE LANDING. DURING TOUCHDOWN, THE AIRPLANE YAWED AND THEN NOSED INTO THE WATER. THE WIND WAS ESTIMATED TO BE FROM 060 DEG A 20 GUSTING 30 KTS.

Brief of Accident (Continued)

File No. - 1143

9/20/89

NENANA RIVER, AK

A/C Reg. No. N79SC

Time (Lcl) - 1430 ADT

Occurrence #1

NOSE OVER

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - CROSSWIND
 4. WEATHER CONDITION - GUSTS
 5. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - 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 PILOT. A FACTOR RELATED TO THE ACCIDENT WAS: THE ADVERSE WEATHER
CONDITION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1151 9/20/89 MULCHATNA RIVER, AK A/C Reg. No. N4443R Time (Lcl) - 0325 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 - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - UNK/NR
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	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	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORT ALSWORTH, AK	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - UNK/NR		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 160
SE LAND, SE SEA	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
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE TAKING OFF FROM AN UNNAMED LAKE, THE PLT NOTED FUEL HAD SIPHONED FROM THE FUEL TANKS, BUT HE THOUGHT HE HAD ENOUGH FUEL TO GET TO PORT ALSWORTH, AK. EN ROUTE, THE ENG LOST POWER & A FORCE LANDING WAS MADE ON A SWIFT MOVING RIVER. AFTER LANDING, THE RIVER SWEEPED THE FLOATPLANE REARWARD INTO AN OVER HANGING TREE, WHICH CAUSED IT TO NOSE OVER. A PERSON AT THE DEPARTURE POINT STATED THAT JUST PRIOR TO THE FLT, HE SAW FUEL DRIPPING FROM THE WING AND A SLICK ON THE WATER.

Brief of Accident (Continued)

File No. - 1151

9/20/89

MULCHATNA RIVER, AK

A/C Reg. No. N4443R

Time (Lcl) - 0325 ADT

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

Finding(s)

1. FLUID, FUEL - LEAK
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - WATER
6. OBJECT - TREE(S)

-----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 FUEL EXHAUSTION DUE TO AN INADEQUATE SUPPLY OF FUEL.
FACTORS RELATED TO THE ACCIDENT WERE: LOSS OF FUEL THAT HAD SIPHONED (LEAKED) FROM THE AIRCRAFT BEFORE TAKEOFF
AND TREE(S) OVERHANGING THE FAST MOVING RIVER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1146 9/20/89 NEAR ILIAMNA,AK A/C Reg. No. N5450E Time (Lcl) - 2050 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 -MANEUVERING			0	0	0	1
				0	1	1

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

Make/Model - HELIO H-250	Eng Make/Model - LYCOMING O-540-250	ELT Installed/Activated - YES/YES
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 - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TAYLOR MTN,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	ILIAMNA,AK	
Wind Dir/Speed- 340/035 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - OBSCURED	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 262
SE LAND	Months Since - 12	Make/Model- 220
	Aircraft Type - CE-150	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 63
		Last 90 Days- 83
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DID NOT RECEIVE A WX BRIEFING FOR THE RETURN FLT, BECAUSE HE HAD JUST FLOWN OVER THE AREA. DURING THE RETURN FLT, HE ENCOUNTERED OBSCURED CEILINGS, REDUCED VISIBILITIES, HEAVY RAIN, FREEZING RAIN, & SEVERE TURBULENCE. ACCORDING TO THE PLT, THE ACFT SUBSEQUENTLY LANDED IN A SWAMP & CREEK AT NIGHT. HE STATED HE HAD SLOWED THE ACFT TO 25 TO 30 KTS, WHEN THE ACFT MADE CONTACT WITH THE GROUND. THE AIRPLANE SLID APRX 40 FT TO A STOP. THE FLT VISIBILITY WAS RPRTD TO BE ZERO, WHEN THE ACFT CONTACTED THE GROUND.

Brief of Accident (Continued)

File No. - 1146

9/20/89

NEAR ILIAMNA, AK

A/C Reg. No. N5450E

Time (Lcl) - 2050 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - FOG
 5. WEATHER CONDITION - RAIN
 6. WEATHER CONDITION - ICING CONDITIONS
 7. WEATHER CONDITION - OBSCURATION
 8. WEATHER CONDITION - TURBULENCE
 9. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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 PREFLIGHT PLANNING/PREPARATION BY THE PILOT AND HIS CONTINUED FLIGHT INTO INSTRUMENT METEOROLOGICAL
CONDITIONS (IMC). FACTORS RELATED TO THE ACCIDENT WERE: DARKNESS AND ADVERSE WEATHER CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1101 9/21/89 NEAR TALKEETNA,AK A/C Reg. No. N2460A Time (Lcl) - 1700 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 0
NONE Pass 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-B2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 270/012 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4000 FT OVERCAST
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)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1625 Last 24 Hrs - 2
Make/Model- 1525 Last 30 Days- 63
Instrument- 0 Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOLD THE REAR SEAT PASSENGER TO LEAN FORWARD FOR TAKEOFF. JUST AFTER LIFT OFF, AT APRX 10 TO 20 FT AGL, THE ENG STOPPED PRODUCING POWER. THE PILOT SWITCHED FUEL TANKS, BUT NOTHING HAPPENED. SUBSEQUENTLY, THE LEFT WING STRUCK THE GROUND & THE AIRPLANE CARTWHEELED TO A STOP. A TEST RUN OF THE ENG SHOWED NO MECHANICAL IRREGULARITIES. THE PILOT STATED HE BELIEVED THE REAR SEAT PASSENGER "SNAGGED" THE REAR THROTTLE & INADVERTENTLY PULLED IT TO IDLE WHEN HE LEANED BACK IN HIS SEAT AFTER TAKEOFF. ALSO, THE PLT STATED THAT HE DID NOT CHECK THE THROTTLE POSITION AT THE TIME OF THE POWER LOSS. HE ESTIMATED THERE WAS 10 GAL OF FUEL ON BOARD.

Brief of Accident (Continued)

File No. - 1101

9/21/89

NEAR TALKEETNA, AK

A/C Reg. No. N2460A

Time (Lcl) - 1700 ADT

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

Finding(s)

1. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
 2. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PASSENGER'S INADVERTENT INTERFERENCE WITH THE THROTTLE CONTROL, AND LACK OF APPROPRIATE REMEDIAL
ACTION BY THE PILOT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1194 9/25/89 REDOUBT BAY, AK A/C Reg. No. N180KA Time (Lcl) - 1045 ADT

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-SOUTH CENTRAL AIR	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0	1	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	3	
Accident Occurred During	-TAKEOFF							

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

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL D-470	ELT Installed/Activated	- YES/YES
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 AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KENAI, AK	UNNAMED STRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 1100/ 30
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 8975
SE LAND, ME LAND, SE SEA	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - PA-18	Make/Model - 700
		Instrument - 675
		Multi-Eng - 5263
		Last 30 Days - 30
		Last 90 Days - 130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PASSENGERS (PAX) WERE TRANSPORTED TO AN UNNAMED STRIP AT REDOUBT BAY/DUCK FLATS ON 9/22/89. THE STRIP WAS LOCATED ON LEVEL GRASS COVERED TIDAL FLATS, WHICH WERE SOFT AT THE SOUTHEAST END & FIRM AT THE NORTHWEST END. ON THE DAY OF ARRIVAL, THE PLT EXPRESSED CONCERN THAT MORE THAN 1 FLT WOULD BE REQUIRED TO TRANSPORT THE PAX OUT, DUE TO RECENT RAIN & WETNESS OF THE STRIP. HOWEVER, 3 DAYS LATER, AFTER HE RETURNED TO THE STRIP TO FLY THE PAX OUT, HE TOLD THEM ALL TO BOARD THE ACFT. ONE OF THE PAX RPRTD THAT DURING TAKEOFF TO THE NORTHWEST IN CALM WIND CONDITIONS, THE ACFT ACCELERATED TO ABOUT 40 KTS; THE PLT THEN EXTENDED THE FLAPS & THE ACFT BECAME AIRBORNE. HOWEVER, THE ACFT THEN SETTLED & CONTACTED THE FAR SIDE OF A TIDAL CUT THAT CROSSED AT THE END OF THE INTENDED TAKEOFF AREA. SUBSEQUENTLY, IT SLOWED ON SOFT, GRASS COVERED TERRAIN & NOSED OVER IN AN AREA OF STANDING WATER.

Brief of Accident (Continued)

File No. - 1194

9/25/89

REDOUBT BAY, AK

A/C Reg. No. N180KA

Time (Lc1) - 1045 ADT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION

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

Finding(s)

5. LIFT-OFF - INITIATED - PILOT IN COMMAND
6. TERRAIN CONDITION - DIRT BANK
7. CLIMB - NOT POSSIBLE -

Occurrence #3 NOSE OVER
Phase of Operation OTHER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE PILOT. FACTORS RELATED TO THE ACCIDENT WERE: THE UNFAVORABLE RUNWAY AND
TERRAIN CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1152 9/26/89 COTTONWOOD CRK, AK A/C Reg. No. N3882M Time (Lcl) - 1430 ADT

-----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 -MANEUVERING			0	0	0	1	

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAWNING, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - 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 - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 900
SE LAND	Months Since - 52	Make/Model- 700
	Aircraft Type - 8A	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A FLT TO AIR DROP A PACKAGE TO SOME FRIENDS ON THE GROUND. FOR BETTER VISIBILITY, HE MADE A LOW PASS IN A DRCN THAT WAS OVER RISING TERRAIN. AS THE ACFT WAS FLYING ABOUT 40 FT ABOVE THE TREE TOPS AT 50 KTS, THE PASSENGER OPENED THE DOOR TO DROP THE PACKAGE. THE AIRPLANE BEGAN TO BUFFET & THE AIRSPEED DROPPED TO 45 KTS. THE PLT ADVANCED THE THROTTLE, BUT RPRTD THAT THE ENG FALTERED BEFORE INCREASING IN POWER. THE PLT BELIEVED HE WOULD BE UNABLE TO OUT FLY THE RISING TERRAIN. SUBSEQUENTLY, HE REDUCED POWER & LANDED THE ACFT IN ALDER BUSHES, AND IT WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1152

9/26/89

COTTONWOOD CRK, AK

A/C Reg. No. N3882M

Time (Lcl) - 1430 ADT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LOW PASS - INITIATED - PILOT IN COMMAND
3. TERRAIN CONDITION - RISING
4. DOOR, EXTERIOR CREW - OPEN
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. TERRAIN CONDITION - HIGH VEGETATION

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER INFLIGHT PLANNING/DECISION BY THE PILOT AND HIS FAILURE TO MAINTAIN ADEQUATE AIRSPEED. FACTORS RELATED TO
THE ACCIDENT WERE: THE PILOT'S LOW PASS OVER RISING TERRAIN AND THE AIRCRAFT'S SUBSEQUENT IMPACT WITH ALDER BUSHES
(HIGH VEGETATION).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1154 9/30/89 ILIAMNA,AK A/C Reg. No. N7513K Time (Lcl) - 1120 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 -TAXI					

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-B2B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	ILIAMNA,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - UNK/NR
Wind Dir/Speed- 090/035 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7000
SE LAND,SE SEA	Months Since - 12	Make/Model- 6000
	Aircraft Type - PA-18	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- 40
		Last 90 Days- 100
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE EXPERIENCED COMMERCIAL PILOT HAD JUST LANDED AT A REMOTE GRAVEL AIRSTRIP WITH STRONG, GUSTY WINDS. FOLLOWING THE LANDING ROLL, HE ATTEMPTED TO TAXI CROSSWIND IN THE 35 TO 40 KNOT WIND. HE SAID THAT A STRONG GUST LIFTED A WING, THEN PUSHED & PARTIALLY OVERTURNED THE AIRPLANE INTO NEARBY TREES.

Brief of Accident (Continued)

File No. - 1154

9/30/89

ILIAMNA,AK

A/C Reg. No. N7513K

Time (Lcl) - 1120 ADT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 4. WEATHER CONDITION - HIGH WIND
 5. WEATHER CONDITION - GUSTS
-

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

Finding(s)

6. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE PILOT. FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT'S OVERCONFIDENCE
IN HIMSELF AND THE AIRCRAFT, AND THE STRONG/GUSTY WIND CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1150 9/30/89 KIANA CREEK, AK A/C Reg. No. N83381 Time (Lcl) - 1745 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 -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	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GRAVEL STRIP
Wind Dir/Speed- 135/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 900/ 20
Lowest Sky/Clouds - 40000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4000
SE LAND	Months Since - 13	Make/Model- 2500
	Aircraft Type - PA-18	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 6
		Last 30 Days- 40
		Last 90 Days- 60
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT/HUNTING GUIDE REPORTED THAT HE WAS ANXIOUS TO RELOCATE A HUNTER BEFORE THE CLOSE OF HUNTING SEASON. HE SAID THAT HE WAS ATTEMPTING TO TAKE OFF FROM A REMOTE, 900' GRAVEL STRIP. THE PILOT SAID THAT SHORTLY AFTER BECOMING AIRBORNE, THE WIND SHIFTED FROM A HEADWIND TO A TAILWIND, AND THAT A GUST OF WIND PUSHED THE TAIL DOWN. HE ELECTED TO ABORT THE TAKE OFF, BUT WAS UNABLE TO STOP THE AIRPLANE BEFORE RUNNING OFF THE END OF THE STRIP AND STRIKING A STUMP.

Brief of Accident (Continued)

File No. - 1150

9/30/89

KIANA CREEK, AK

A/C Reg. No. N83381

Time (Lc1) - 1745 ADT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. SELF-INDUCED PRESSURE - PILOT IN COMMAND
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE PILOT, AND THE PREMATURE LIFT-OFF. FACTORS RELATED TO THE ACCIDENT
WERE: THE UNFAVORABLE WIND CONDITION AND THE PILOT'S SELF-INDUCED PRESSURE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1084 9/30/89 WINDY FORK, AK A/C Reg. No. N4579A 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	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -TAXI					

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - UNK/NR
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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- CALM	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 - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - UNK/NR	Total - 5000
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 - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED HE HAD FLOWN INTO A REMOTE, SHORT, GRAVEL BAR TO RETRIEVE SOME PARTS FROM ANOTHER AIRPLANE THAT HAD BEEN INVOLVED IN AN EARLIER ACCIDENT. HE HAD PREVIOUSLY REMOVED THE BATTERY FROM THE AIRCRAFT HE WAS FLYING TO LIGHTEN THE LOAD. CONSEQUENTLY, HE HAD TO HAND PROP THE ENGINE TO START IT. WHEN HE STARTED THE ENGINE, IT WENT TO A HIGHER RPM THAN WAS ANTICIPATED. SUBSEQUENTLY, THE AIRCRAFT ACCELERATED AWAY FROM THE PILOT & WENT DOWN AN EMBANKMENT.

Brief of Accident (Continued)

File No. - 1084

9/30/89

WINDY FORK, AK

A/C Reg. No. N4579A

Time (Lcl) - 1900 ADT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE PILOT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1087 10/01/89 KING SALMON,AK A/C Reg. No. N9382F Time (Lcl) - 1747 ADT

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-MARK AIR EXPRESS	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire		Crew	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE		Pass	0		0
Accident Occurred During	-TAKEOFF						1
							2

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

Make/Model	- CESSNA 208	Eng Make/Model	- P&W PT6A-114	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 8000	Engine Type	- TURBOPROP		
No. of Seats	- 10	Rated Power	- 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	KING SALMON,AK	
Wind Dir/Speed- VARIABLE/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 100.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3020
SE LAND,ME LAND,SE SEA	Months Since - 5	Last 24 Hrs - 5
HELICOPTER	Aircraft Type - C-208	Make/Model- 310
		Instrument- 160
		Multi-Eng - 40
		Last 30 Days- 84
		Last 90 Days- 210
		Rotorcraft - 110

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIR TAXI PILOT WAS ATTEMPTING TO TRANSPORT A HUNTING PARTY FROM A SMALL LAKE WHICH HE HAD NOT LANDED ON BEFORE. HE REPORTED THAT IT WAS HIS LAST FLIGHT OF A VERY BUSY FLYING DAY, AND THAT THE HUNTERS WERE ALREADY A DAY LATE IN BEING PICKED UP DUE TO THE WEATHER. HE SAID THAT WHILE HE WAS LANDING AND LOADING HIS PASSENGERS, THE WIND SHIFTED. HE WAS UNAWARE OF THE WIND SHIFT. THE WIND WAS BLOWING OVER A SMALL HILL BESIDE THE LAKE THAT CREATED A DOWNDRAFT. ACCORDING TO THE PILOT, WHEN THE AIRPLANE BECAME AIRBORNE, THE TAKEOFF WAS DELAYED DUE TO THE WINDSHIFT AND DOWNDRAFT, AND THE AIRPLANE WAS UNABLE TO GAIN SUFFICIENT ALTITUDE TO CLEAR THE FAR SHORE.

Brief of Accident (Continued)

File No. - 1087

10/01/89

KING SALMON, AK

A/C Reg. No. N9382F

Time (Lc1) - 1747 ADT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - DOWNDRAFT
4. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
5. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
6. SELF-INDUCED PRESSURE - 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 PILOT. CONTRIBUTING FACTORS WERE: THE SURROUNDING TERRAIN, UNFAVORABLE WIND,
DOWNDRAFT, THE PILOT'S LACK OF FAMILIARITY WITH THE GEOGRAPHICAL AREA, AND HIS SELF INDUCED PRESSURE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1085 10/01/89 KWETHLUK, AK A/C Reg. No. N38393 Time (Lc1) - UNK/NR

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL

Fire NONE

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

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

Make/Model - PIPER PA-32
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- 270/008 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

KWETHLUK
Runway Ident - 24
Runway Lth/Wid - 1700/ 50
Runway Surface - GRAVEL
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND, SE SEA

Age - 33

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8000	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED HE WAS LANDING ON A 1700' AIRSTRIP THAT HE HAD ROUTINELY USED. HE SAID HE LANDED SLIGHTLY SHORT & BELOW THE RUNWAY GRADE, STRIKING THE RIGHT MAIN LANDING GEAR ON THE LIP OF THE RUNWAY. THE RIGHT MAIN GEAR FAILED & SEPARATED FROM THE WING, DAMAGING THE WING SPAR. THE PILOT SAID HE HAD SOME DIFFICULTY WITH THE APPROACH TO LANDING DUE TO SUNGLARE. ON A SUBSEQUENT APPLICATION FOR MED CERT, DATED 3/28/90, THE PLT RPRTD 8000 HRS OF FLT TIME.

Brief of Accident (Continued)

File No. - 1085

10/01/89

KWETHLUK, AK

A/C Reg. No. N38393

Time (Lc1) - UNK/NR

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED -

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT MISJUDGED HIS ALTITUDE AND DISTANCE FROM THE RUNWAY DRG THE APPROACH, WHICH RESULTED IN A PREMATURE
TOUCHDOWN AND FAILURE OF THE RIGHT MAIN LANDING GEAR, WHEN IT HIT THE RUNWAY LIP. THE SUNGLARE AND LACK OF
VISUAL CUES (VISUAL PERCEPTION) WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1148	10/14/89	TULUKSAK, AK	A/C Reg. No. N70022	Time (Lc1) - 2015 ADT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	None
	SUBSTANTIAL		Serious	Minor
Type of Operation -PERSONAL	Fire	Crew 0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0
Accident Occurred During -LANDING				
-----Aircraft Information-----				
Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/YES		
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	BETHEL, AK			
Completeness - N/A	Destination	Airport Data		
Basic Weather - VMC	ANIAK, AK			
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A		
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A		
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A		
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A		
Obstructions to Vision- NONE				
Precipitation - NONE				
Condition of Light - NIGHT(BRIGHT)				
-----Personnel Information-----				
Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
ATP	Current - YES	Total - 11000	Last 24 Hrs -	7
SE LAND, ME LAND, SE SEA	Months Since - 12	Make/Model- 884	Last 30 Days-	88
	Aircraft Type - C-207	Instrument- 825	Last 90 Days-	290
		Multi-Eng - 7000		
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
DURING CRUISE FLIGHT, THE ENGINE SUDDENLY LOST POWER & THE PLT WAS FORCED TO LAND ON TUNDRA. SUBSEQUENTLY, THE AIRCRAFT NOSED OVER. AN EXAM OF THE ACFT REVEALED THAT THE AIRBOX THROUGH-SHAFT (ON WHICH THE MIXTURE & THROTTLE BELLCRANKS WERE MOUNTED) HAD BACKED OUT OF THE AIRBOX. THE ROLL PIN, WHICH NORMALLY HELD THE THROUGH-SHAFT IN THE AIRBOX, COULD NOT BE FOUND.				

Brief of Accident (Continued)

File No. - 1148

10/14/89

TULUKSAK, AK

A/C Reg. No. N70022

Time (Lcl) - 2015 ADT

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

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - LOOSE
 2. MIXTURE CONTROL, BELL CRANK - LOOSE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
 4. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
MOUNTING SHAFT (AIRBOX THROUGH-SHAFT) FOR THE THROTTLE AND MIXTURE CONTROLS HAD BECOME LOOSE AND BACKED OUT,
WHICH RESULTED IN LOSS OF ENGINE POWER. FACTORS RELATED TO THE ACCIDENT WERE: DARKNESS AND ROUGH TERRAIN.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1011 10/22/89 PORT HEIDEN, AK A/C Reg. No. N847DG Time (Lcl) - 1200 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	0

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

Fire
NONE

-----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
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- 170/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - PA-18

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

Total	-	300	Last 24 Hrs -	4
Make/Model-	300	Last 30 Days-	20	
Instrument-	0	Last 90 Days-	40	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT DURING A STEEP TURN AT APPROXIMATELY 100 FEET MSL, HE LOST CONTROL OF THE AIRPLANE. SUBSEQUENTLY, IT CRASHED NEXT TO A BEACH/BANK & WAS SUBSTANTIALLY DAMAGED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS REPORTED.

Brief of Accident (Continued)

File No. - 1011

10/22/89

PORT HEIDEN, AK

A/C Reg. No. N847DG

Time (Lcl) - 1200 ADT

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

Finding(s)

1. MANEUVER - INITIATED - PILOT IN COMMAND
 2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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:
FAILURE OF THE PILOT TO MAINTAIN OF THE AIRCRAFT WHILE MANEUVERING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1009 11/07/89 ANCHORAGE, AK A/C Reg. No. N1592F Time (Lcl) - 1713 AST

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

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

Make/Model - CESSNA A185E
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 4

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

ELT Installed/Activated - 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- 020/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
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 - 66
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6000 Last 24 Hrs - UNK/NR
Make/Model- 2500 Last 30 Days- 10
Instrument- UNK/NR Last 90 Days- 40
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DRG A TEST FLT AT NGT, AFTER AN ANNUAL INSPN, THE ENG LOST POWER APRX 3 MI SOUTH OF THE ARPT. THERE WAS INSUFFICIENT ALT TO GLIDE TO THE ARPT, SO THE PLT TURNED AWAY FROM HOUSES TO LAND IN A CLEARING. DRG THE EMERG LANDING, THE ACFT WAS DAMAGED BY SCRUB TREES. AN EXAM OF THE ENG REVEALED THE THROTTLE CONTROL CABLE HAD BECOME DISCONNECTED FROM THE THROTTLE CONTROL BELLCRANK.

Brief of Accident (Continued)

File No. - 1009

11/07/89

ANCHORAGE, AK

A/C Reg. No. N1592F

Time (Lcl) - 1713 AST

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

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED
 2. MAINTENANCE, ANNUAL INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL
-

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

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

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
 4. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE THROTTLE CONTROL LINKAGE BECAME DISCONNECTED ON THE FIRST FLIGHT AFTER AN ANNUAL INSPECTION DUE TO IMPROPER
MAINTENANCE. DARKNESS AND HIGH VEGETATION WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1193 11/07/89 QUINHAGAK, AK A/C Reg. No. N6255H Time (Lcl) - 1915 AST

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-KUSKO AVIATION	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	6	
Accident Occurred During	-LANDING							

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

Make/Model	- CESSNA 207	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	BETHEL, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		QUINHAGAK	
Wind Dir/Speed	- 360/003 KTS	ATC/Airspace		Runway Ident	- 22
Visibility	- 20.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- 2600/ 70
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- SNOW - DRY
Obstructions to Vision	- NONE		FULL STOP		
Precipitation	- NONE				
Condition of Light	- NIGHT(BRIGHT)				

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 4100	Last 24 Hrs - 1
SE LAND, ME LAND, SE SEA	Months Since - 7	Make/Model - 1200	Last 30 Days - 25
	Aircraft Type - PA-31	Instrument - 161	Last 90 Days - 60
		Multi-Eng - 1000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PLT WAS APPLYING BRAKES DURING THE LANDING ROLL, THERE WAS A LOUD NOISE & THE RIGHT RUDDER PEDAL WENT TO THE FLOOR. SUBSEQUENTLY, WITH NO RIGHT BRAKE OR RUDDER CONTROL, THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY, ENCOUNTERED ROUGH TERRAIN (A HOLE) & WAS DAMAGED. AN EXAM REVEALED THE RIGHT RUDDER BAR ASSEMBLY (PN: 1260456-4) HAD FAILED FROM FATIGUE. THE ACFT & FAILED PART HAD A TOTAL OPERATIONAL TIME OF 5389 HRS.

Brief of Accident (Continued)

File No. - 1193

11/07/89

QUINHAGAK, AK

A/C Reg. No. N6255H

Time (Lcl) - 1915 AST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. FLIGHT CONTROL, RUDDER - FATIGUE
-

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE -
 3. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
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:
FATIGUE FAILURE OF THE RIGHT RUDDER BAR. A FACTOR RELATED TO THE ACCIDENT WAS: ROUGH/UNEVEN TERRAIN
BESIDE THE RUNWAY.

ME 110
National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1089 11/25/89 EEK,AK A/C Reg. No. N5511J Time (Lcl) - 1530 AST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-KUSKO AVIATION	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0		1
Accident Occurred During	-TAKEOFF						6

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

Make/Model	- PIPER PA-32-260	Eng Make/Model	- LYCOMING O-540-E4B5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 7	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	TUNTUTALICK,AK		EEK	
Wind Dir/Speed	- 090/010 KTS	ATC/Airspace		Runway Ident	- 17
Visibility	- 15.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- 1300/ 30
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Lowest Ceiling	- 1500 FT OVERCAST	Type Apch/Lndg	- NONE	Runway Status	- SNOW - DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP	Current - YES	Total - 7000	Last 24 Hrs - 3
SE LAND,ME LAND,SE SEA	Months Since - 4	Make/Model - 400	Last 30 Days - 140
	Aircraft Type - PA-28	Instrument - 173	Last 90 Days - 260
		Multi-Eng - 20	Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS TAKING OFF FROM A 1300' GRAVEL RWY THAT HAD BEEN CLEARED OF SNOW. HE RPRTD THE ACFT HAD VERY GOOD ACCELERATION AT THE BEGINNING OF THE TAKEOFF ROLL, BUT THEN IT SEEMED TO HOLD, INSTEAD OF ACCELERATING FURTHER. THERE WAS EVIDENCE THE ACFT LIFTED OFF, THEN SETTLED & TOUCHED DOWN ABOUT 45 YDS BEYOND THE END OF THE RWY. IT CONTACTED UNEVEN TERRAIN WHICH FAILED THE RIGHT MAIN LANDING GEAR. THE ACFT THEN SLID TO A STOP ON A FROZEN LAKE WITH PROP & WING DAMAGE. ABOUT 30 MIN LATER, AN EXAM OF THE ACFT REVEALED "MINIMUM ICING" ON THE WINGS. NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE OF THE AIRCRAFT WAS FOUND DRG THE POST-ACDNT EXAM.

Brief of Accident (Continued)

File No. - 1089

11/25/89

EEK,AK

A/C Reg. No. N5511J

Time (Lcl) - 1530 AST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. WING - ICE
4. STALL/MUSH

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation TAKEOFF

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S INADEQUATE PREFLIGHT PLANNING/PREPARATION AND HIS FAILURE TO ASSURE THE REMOVAL OF ICE OR FROST FROM
THE WINGS. THE EXCESS GROSS WEIGHT AND UNEVEN TERRAIN WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1088 11/25/89 CHUGIAK, AK A/C Reg. No. N4396B Time (Lcl) - 1430 AST

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

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

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

Make/Model - CESSNA 170B	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 - 2187	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BIRCHWOOD
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4010/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - ICE COVERED
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)
STUDENT	Current - N/A	Total - 84
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 81
		Last 30 Days- 2
		Instrument- 2
		Last 90 Days- 14
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPRTD THAT WHEN HE LANDED ON RWY 19, WHICH WAS ICY, THE ACFT BEGAN TO SLIDE TO THE LEFT, EVEN THOUGH IT WAS POINTED DOWN THE RWY. HE SAID HE APPLIED POWER TO GO AROUND, BUT THE ACFT DID NOT GET ENOUGH SPEED. SUBSEQUENTLY, IT NOSED OVER AT THE END OF THE RWY. THE PLT RPRTD THE WIND WAS FROM THE NORTH AT 10 KTS.

Brief of Accident (Continued)

File No. - 1088

11/25/89

CHUGIAK, AK

A/C Reg. No. N4396B

Time (Lc1) - 1430 AST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ABORTED

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. WEATHER CONDITION - TAILWIND
 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
 6. ABORTED LANDING - DELAYED - PILOT IN COMMAND
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ABORTED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE STUDENT PILOT'S IMPROPER PLANNING/DECISION AND HIS DELAY IN INITIATING A GO-AROUND. CONTRIBUTING FACTORS WERE:
THE STUDENT'S OVERCONFIDENCE IN HIS PERSONAL ABILITIES, HIS SELECTION OF THE WRONG RUNWAY, THE RESULTANT TAILWIND,
AND ICY RUNWAY CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1192 12/08/89 ALEXANDER LAKE,AK A/C Reg. No. N9418C Time (Lcl) - 1400 AST

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTNENTAL O-470	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	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 - 60.0 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 - 14000 FT BROKEN	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2600
SE LAND	Months Since - 20	Make/Model- 840
	Aircraft Type - C-180	Instrument- 20
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 8
		Last 90 Days- 12
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE NOSED OVER WHEN THE PILOT LANDED AT ALEXANDER LAKE, WHICH WAS SNOW COVERED. HE STATED THAT HE HAD MISJUDGED THE SNOW DEPTH.

Brief of Accident (Continued)

File No. - 1192

12/08/89

ALEXANDER LAKE, AK

A/C Reg. No. N9418C

Time (Lcl) - 1400 AST

Occurrence #1 NOSE OVER
Phase of Operation LANDING

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
SELECTION OF UNSUITABLE TERRAIN BY THE PILOT. THE SNOW COVERED TERRAIN WAS A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1191 12/11/89 KOTZEBUE, AK A/C Reg. No. N67941 Time (Lcl) - 1820 AST

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-BAKER AVIATION	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-TAXI		Other	0	0	1	0

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

Make/Model	- CESSNA 402	Eng Make/Model	- CONTINENTAL TSIO-520-VB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6850	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 325 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	KIANA, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RALPH WIEN MEMORIAL
Wind Dir/Speed - 060/010 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3800/ 100
Lowest Sky/Clouds - 6500 FT	Type of Clearance - VFR	Runway Surface - GRAVEL
Lowest Ceiling - 6500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 3975	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 7	Make/Model - 920	Last 30 Days - 110
	Aircraft Type - C-402	Instrument - 325	Last 90 Days - 370
		Multi-Eng - 1105	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING AT NIGHT, AFTER LANDING, THE AIRPLANE WAS STRUCK BY A PICKUP TRUCK. LOCAL POLICE REPORTED THAT THE VEHICLE DRIVER WAS DRIVING UNDER THE INFLUENCE OF ALCOHOL. THE COLLISION OCCURRED IN AN AREA WHERE A ROAD CROSSED THE TAXIWAY AT AN ANGLE. THE TAXIWAY WAS LOCATED BETWEEN THE MAIN AIRPORT AREA (WITH AN EAST/WEST ASPHALT RUNWAY) AND A SEPARATED NORTH/SOUTH GRAVEL RUNWAY, WHICH THE PLT HAD LANDED ON. THE VEHICLE DRIVER SAW LIGHTS FROM THE ACFT, BUT THOUGHT THEY WERE FROM MORE THAN ONE "ALL TERRAIN" VEHICLES.

Brief of Accident (Continued)

File No. - 1191

12/11/89

KOTZEBUE, AK

A/C Reg. No. N67941

Time (Lc1) - 1820 AST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. OBJECT - VEHICLE
3. JUDGEMENT - POOR - DRIVER OF VEHICLE
4. PHYSICAL IMPAIRMENT(ALCOHOL) - DRIVER OF VEHICLE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PHYSICAL IMPAIRMENT OF THE VEHICLE DRIVER, FROM CONSUMPTION OF ALCOHOL, WHICH RESULTED IN A COLLISION WITH
THE AIRPLANE. THE VEHICLE AND DARK NIGHT WERE CONSIDERED TO BE RELATED FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1140 3/21/89 ASHLAND, AL A/C Reg. No. N6387S Time (Lcl) - 1700 CST

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

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

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

Make/Model - BEECH F33A	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - UNK/NR
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 - TELEPHONE	GADSDEN, AL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	EUFAULA, AL	
Wind Dir/Speed- 010/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1765
SE LAND	Months Since - 13	Last 24 Hrs - UNK/NR
	Aircraft Type - F33	Make/Model- 428
		Instrument- 203
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PREFLIGHT WX BRIEFING, THE PLT WAS ADVISED THAT VFR FLIGHT WAS NOT RECOMMENDED DUE TO LOW CEILINGS AND REDUCED VISIBILITY. SUBSEQUENTLY THE ACFT COLLIDED WITH TREES ON A MTN RIDGE AT AN ELEVATION OF ABOUT 1800 FT. A PARK RANGER STATED THAT ALL RIDGES IN THE VICINITY OF THE ACCIDENT SITE WERE OBSCURED AT THE APPROXIMATE TIME OF THE ACCIDENT. WRECKAGE EXAMINATION FAILED TO INDICATE A SYSTEM MALFUNCTION OR FAILURE. SEVERAL PROPELLER SLASH MARKS WERE FOUND ON TREE BRANCHES ALONG THE WRECKAGE PATH.

Brief of Accident (Continued)

File No. - 1140

3/21/89

ASHLAND,AL

A/C Reg. No. N6387S

Time (Lc1) - 1700 CST

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - OBSCURATION
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT CONTINUED VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC). FACTORS RELATED TO THE ACCIDENT
WERE: HIGH TERRAIN, THE ADVERSE WEATHER CONDITIONS, AND TREES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1099 6/17/89 EARLE, AR A/C Reg. No. N3931S Time (Lcl) - 0910 CDT

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

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

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

Make/Model - NORTH AMERICAN AT-6D	Eng Make/Model - P&W R-1340-AN-1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5340	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MCNEELY
Wind Dir/Speed- 150/007 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 30
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		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - UNK/NR	Total - 9500
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 154
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- 42
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS PRACTICING HIS ROUTINE FOR AN AIR SHOW THAT WAS TO OCCUR LATER THE SAME DAY. ONE WITNESS RPRTD THE ACFT APCHD THE ARPT FROM THE WEST "LOW & SLOW" AS IF TO LAND, THEN IT WAS MANEUVERED TO AN INVERTED ATTITUDE OVER RWY 8 AT 50 TO 100 FT AGL. AFTER REMAINING INVERTED FOR A SHORT TIME, THE ACFT WAS ROLLED BACK TO AN UPRIGHT ATTITUDE. HOWEVER, AS THE ACFT ROLLED UPRIGHT, IT ANGLED TO THE RIGHT SIDE OF THE RWY, DESCENDED & CRASHED ON A HDG OF 140 DEG. THE WITNESS SAID THE ACFT SEEMED TO "SLIP" SIDEWAY AS IT ROLLED TO THE UPRIGHT PSN BEFORE CRASHING. AFTER IMPACT, A FIRE ERUPTED & THE ACFT WAS DESTROYED. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND. THE PLT WAS A FORMER ASTRONAUT THAT WAS EMPLOYED BY NASA. HE HAD VISITED WITH A PROMINANT AT-6 PLT & HAD EXPRESSED SPECIAL INTEREST IN THE AT-6 PLT'S ROUTINE INVOLVING INVERTED FLT. THE AT-6 PLT HAD PROVIDED INFO, BUT ADZD THE ASTRONAUT AGAINST PERFORMING ROLLS IN THE AT-6 AT LOW ALT.

Brief of Accident (Continued)

File No. - 1099

6/17/89

EARLE, AR

A/C Reg. No. N3931S

Time (Lc1) - 0910 CDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. AEROBATICS - INITIATED - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
6. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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:
THE PILOT'S IMPROPER PLANNING/DECISION AND OVER CONFIDENCE IN HIS FLYING ABILITY, WHICH RESULTED IN A LOSS OF
CONTROL, WHILE MANEUVERING AT LOW ALTITUDE. THE PILOT'S INADEQUATE ALTITUDE AND AIRPEED WERE CONSIDERED TO BE
CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1103 1/22/89 CAJALCO,CA A/C Reg. No. N87AJ Time (Lcl) - 0911 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - MASON AJM-1	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
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 - 100 HP	

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 23.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RAMONA,CA
Destination
LAKE TAHOE,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 39

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1010	Last 24 Hrs - UNK/NR
Make/Model- 0	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - 0	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RADIOED HE HAD CONTROL DIFFICULTIES WITH HIS AIRCRAFT AND DECLINED ASSISTANCE TO LAND AT NEARBY AIRPORTS. WITNESSES DESCRIBED THE AIRCRAFT AS SPINNING INTO THE GROUND FROM A VERY HIGH ALTITUDE. A VIDEO TAPE OF THE FLIGHT (FROM THE COCKPIT) INDICATED NO MECHANICAL DIFFICULTIES WITH THE AIRCRAFT DURING THE TIME THE PILOT REPORTED HAVING DIFFICULTIES. THE WEATHER CONDITIONS WERE CLEAR. THE PILOT DELIBERATELY TURNED OFF THE VIDEO CAMERA PRIOR TO THE ACCIDENT. THE PILOT HAD JUST PURCHASED THIS AIRCRAFT. THIS WAS HIS FIRST FLIGHT AND HAD REFUSED THE OFFER OF INSTRUCTION FROM THE AIRCRAFT OWNER/BUILDER. THE CORONER HAS RULED THE ACCIDENT AS A SUICIDE. THE PILOT HAD JUST UNDERGONE MAJOR SURGERY AND WAS TAKING THE PRESCRIBED DRUG COUMADIN. ACCORDING TO THE FAA, THE USE OF THIS DRUG WOULD HAVE PRECLUDED THE USE OF HIS AEROMEDICAL CERTIFICATE.

Brief of Accident (Continued)

File No. - 1103

1/22/89

CAJALCO,CA

A/C Reg. No. N87AJ

Time (Lcl) - 0911 PST

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

Finding(s)

1. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND
 2. PSYCHOLOGICAL CONDITION - 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 INTENTIONAL DESCENT INTO THE TERRAIN. CONTRIBUTING FACTORS TO THE ACCIDENT WERE THE PILOT'S PSYCHOLOGICAL
PROBLEMS AND HIS LACK OF EXPERIENCE IN THIS AIRCRAFT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1069 2/24/89 HAYWARD, CA A/C Reg. No. N9076K Time (Lcl) - 0826 PST

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

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

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

Make/Model - ROBINSON R22	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 - 124 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	OAKLAND, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HAYWARD MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1120
	Months Since - 14	Last 24 Hrs - 7
HELICOPTER	Aircraft Type - R22	Make/Model- 940
		Last 30 Days- 72
		Instrument- 4
		Last 90 Days- 100
		Multi-Eng - 0
		Rotorcraft - 940

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PLT & HIS INSTRUCTOR (CFI) DEPARTED OAKLAND ON A VFR INSTRUCTIONAL FLT TO HAYWARD IN A ROBINSON R22 HELICOPTER. THEY LANDED ON TAXIWAY (TWY) 2, THEN TOOK OFF FOR ANOTHER TRAFFIC PATTERN & LANDING. THE CFI THEN INSTRUCTED THE PVT PLT TO MAKE A RUNNING TAKEOFF. DRG THE TAKEOFF GROUND RUN, THE HELICOPTER'S LEFT SKID STRUCK AN ALIGNMENT DEVICE WHICH WAS PROTRUDING ABOVE THE TWY SURFACE. AFTER HITTING THE DEVICE, THE HELICOPTER ENTERED A VIOLENT LEFT YAW & BECAME AIRBORNE. THE CFI WAS ABLE TO ARREST THE YAW, BUT HE COULD NOT STOP A RAPID DESCENT THAT DEVELOPED. SUBSEQUENTLY, THE HELICOPTER'S UNDERCARRIAGE, VERTICAL STABILIZER, RIGHT DOOR & FUSELAGE SKIN WERE DAMAGED. AN INVESTIGATION REVEALED THAT CONTRACTORS HAD RECENTLY PAINTED THE TWY & HAD LEFT THE ALIGNMENT DEVICE PROTRUDING ABOUT 1/2 INCH ABOVE THE SURFACE OF THE TWY.

Brief of Accident (Continued)

File No. - 1069

2/24/89

HAYWARD, CA

A/C Reg. No. N9076K

Time (Lcl) - 0826 PST

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OTHER AIRPORT/RUNWAY MAINTENANCE - IMPROPER - AIRPORT PERSONNEL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation TAKEOFF - ABORTED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF AIRPORT PERSONNEL TO ASSURE THE TAIWAY WAS FREE OF OBJECTS AFTER THE TAXIWAY WAS PAINTED.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1083 2/28/89 SAN DIEGO, CA A/C Reg. No. N701DM Time (Lcl) - 1103 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PUBLIC USE	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 - MITSUBISHI MU-2B-20F	Eng Make/Model - GARRETT TPE-331-1-151	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9920	Engine Type - TURBOPROP	
No. of Seats - 5	Rated Power - 705 HP	

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 2000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>CARLSBAD, CA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 7262
ME LAND	Months Since - 0	Make/Model- 1010
	Aircraft Type - LEAR 35	Instrument- 1043
		Multi-Eng - 3119
		Last 24 Hrs - 2
		Last 30 Days- 82
		Last 90 Days- 162
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO PROVIDE AIRBORNE INTERCEPT TRAINING FOR THE U.S. NAVY. THE MISSION HAD JUST BEEN COMPLETED & THE ACCIDENT ACFT, FNT701, & ANOTHER ACFT, FNT492, WERE RETURNING HOME WHEN THE ACCIDENT OCCURRED. RADAR DATA SHOWED FNT701 WAS AT 22,700 FT WHEN IT DESCENDED SLIGHTLY TO 22,500 FT. FNT701 REMAINED AT THIS ALT FOR APRX 2 MINS 37 SECS, THEN BEGAN A DESCENT WHICH RESULTED IN IMPACT WITH THE OCEAN. THIS FINAL DESCENT RATE INITIALLY WAS ABOUT 5,000 FPM & INCREASED TO 19,000 FPM. NO DISTRESS CALLS WERE MADE; HOWEVER, TWO TRANSMISSIONS WERE RECORDED WHICH TOTALED APRX 30 SECS. THERE WAS NO VOICE COMMUNICATION DURING THESE TRANSMISSIONS, ONLY AN OPEN MIKE & THE SOUND OF PROP(S). DURING THE 1ST TRANSMISSION, THE WORD "OH" COULD BE HEARD. FNT492 OBSERVED FNT701 DESCEND BELOW THE CLOUDS & DID NOT DETECT ANY DISTRESS SIGNALS. LITTLE WRECKAGE WAS RECOVERED DURING SEARCH & RESCUE OPERATIONS.

Brief of Accident (Continued)

File No. - 1083

2/28/89

SAN DIEGO, CA

A/C Reg. No. N701DM

Time (Lcl) - 1103 PST

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

Finding(s)

1. INCAPACITATION - PILOT IN COMMAND

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

Finding(s)

2. TERRAIN CONDITION - WATER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT INCAPACITATION FOR AN UNKNOWN REASON.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1004 3/26/89 BEAR VALLEY,CA A/C Reg. No. N84MH Time (Lc1) - 1233 PST

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

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

Make/Model - AEROSPATIALE AS-355-F	Eng Make/Model - ALLISON 250-C20F	ELT Installed/Activated - YES-UNK/NR
Landing Gear - SKID	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 5300	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	MODESTO,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BEAR VALLEY STOLPORT
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 4700
SE LAND,ME LAND	Months Since - 9	Make/Model- 120
HELICOPTER	Aircraft Type - AS-355	Instrument- 485
		Multi-Eng - 100
		Last 24 Hrs - 1
		Last 30 Days- 20
		Last 90 Days- 60
		Rotorcraft - 4100

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE EMERG MED SVC (EMS/MEDIVAC) FLT DEPARTED MODESTO HOSPITAL TO TRANSPORT A PATIENT FROM BEAR VALLEY, CA. THE PILOT MADE AN APCH TO THE BEAR VALLEY STOLPORT FROM THE SOUTH-SOUTHWEST. ELEV OF THE STOLPORT WAS 7073'. DRG THE APCH AT SLOW SPEED, THE HELICOPTER BEGAN TO YAW TO THE LEFT. THE PLT APPLIED RGT PEDAL, BUT TO NO AVAIL. HE LOWERED THE NOSE TO BEGIN A GO-AROUND, BUT THE YAW BEGAN TO ACCELERATE. THE PLT THEN SHUT DOWN BOTH ENGS & MADE AN AUTOROTATION. JUST BEFORE LANDING, LOOSE SNOW WAS BLOWN UP & WHITEOUT CONDITIONS OCCURRED. DRG TOUCHDOWN, THE HELICOPTER PITCHED FORWARD INTO A SNOWBANK & WAS DAMAGED. THE PLT RPRTD THE WIND WAS LIGHT & VARIABLE. A SHERIFF'S DEPUTY RPRTD THE WIND WAS FROM THE SOUTH/SOUTHWEST AT 5 TO 10 KTS. THE INVESTGATION REVEALED NO EVIDENCE OF A TAIL ROTOR DRIVE MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 1004

3/26/89

BEAR VALLEY, CA

A/C Reg. No. N84MH

Time (Lcl) - 1233 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - TAILWIND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
6. ABORTED LANDING - ATTEMPTED -
7. GO-AROUND - NOT POSSIBLE -
8. AUTOROTATION - INITIATED -
9. TERRAIN CONDITION - SNOW COVERED
10. LIGHT CONDITION - WHITEOUT
11. AIRCRAFT CONTROL - INADEQUATE -

Occurrence #2 ROLL OVER
Phase of Operation LANDING

Finding(s)

12. TERRAIN CONDITION - SNOWBANK

----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 LOSS OF AIRCRAFT CONTROL DURING A SLOW SPEED,
DOWNWIND APPROACH TO A HIGH ALTITUDE STOLPORT. CONTRIBUTING FACTORS WERE: HIGH DENSITY ALTITUDE, TAILWIND, IMPROPER
WEATHER EVALUATION BY THE PILOT, SNOW COVERED TERRAIN, WHITEOUT CONDITIONS BEFORE TOUCHDOWN, AND THE SNOWBANK.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1181 6/16/89 HERLONG, CA A/C Reg. No. N4857C Time (Lcl) - 1145 PDT

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

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

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

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4016	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP
Method - N/A		BISHOP, CA	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		SUSANVILLE, CA	HERLONG
Wind Dir/Speed- 210/017 KTS		ATC/Airspace	Runway Ident - 24
Visibility - 100.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 3260/ 40
Lowest Sky/Clouds - UNK/NR 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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 655
SE LAND	Months Since - 5	Make/Model- 498
	Aircraft Type - C-210N	Instrument- 7
		Last 24 Hrs - 3
		Last 30 Days- 8
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

ON A PREVIOUS FLT, THE ACFT'S ELEC SYS OVERHEATED & FAILED. THE PLT DIVERTED TO BISHOP, CA, WHERE IT WAS REPAIRED. APRX 1 HR AFTER TAKING OFF ON THE NEXT FLT, THE ALTERNATOR CIRCUIT BREAKER "POPPED." THE PLT TURNED OFF THE ELEC MASTER SW & DECIDED TO CONT TO THE DESTN. HOWEVER, A SHORT TIME LATER, THE ENG BEGAN TO SURGE & SUBSEQUENTLY LOST POWER. THE PLT INITIATED EMERG PROCEDURES, BUT DID NOT RECALL SWITCHING THE FUEL SELECTOR. HE MNVRD THE ACFT TO LAND AT A NEARBY ARPT, BUT AFTER EXTENDING THE GEAR TO LAND, HE REALIZED THE ACFT WOULD NOT REACH THE RWY. BEFORE MAKING AN OFF-ARPT LANDING, HE SAW TRANSMISSION LINES AHEAD, BUT HAD INSUFFICIENT SPEED TO FLY OVER THEM. WHILE CROSSING UNDER THE WIRES TO LAND, THE ACFT HIT THE GND & WAS DMGD. AN EXAM REVEALED THE FUEL SELECTOR WAS PSND TO THE LEFT TANK, WHICH CONTAINED ONLY OUNCES OF FUEL. THE RGT TANK HAD AN ESTIMATED 15 TO 20 GAL OF FUEL REMAINING. WHEN CHECKED, THE ALTERNATOR CIRCUIT FAILED TO SUSTAIN AN ELEC LOAD AT ITS RATED CAPACITY.

Brief of Accident (Continued)

File No. - 1181

6/16/89

HERLONG, CA

A/C Reg. No. N4857C

Time (Lcl) - 1145 PDT

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

Finding(s)

1. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED

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

Finding(s)

2. FLUID, FUEL - STARVATION
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. MANEUVER - PERFORMED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FUEL STARVATION, AFTER THE PILOT DIVERTED HIS ATTENTION TO AN ELECTRICAL PROBLEM, AND HIS FAILURE TO REPOSITION
THE FUEL SELECTOR SWITCH, EITHER BEFORE THE ENGINE LOST POWER OR DURING EMERGENCY PROCEDURES. FACTORS RELATED
TO THE ACCIDENT WERE: THE TRIPPED ALTERNATOR CIRCUIT BREAKER, AND HIGH OBSTRUCTIONS IN THE EMERGENCY LANDING
AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1045 9/17/89 HESPERIA, CA A/C Reg. No. N8087M Time (Lcl) - 0320 PDT

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

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

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

Make/Model - CESSNA 310I	Eng Make/Model - CONTINENTAL IO-470-U	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	APPLE VALLEY, CA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	RIVERSIDE, CA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .125 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 - OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN SHOWERS		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 339
SE LAND, ME LAND	Months Since - 27	Make/Model- 102
	Aircraft Type - UNK/NR	Instrument- 8
		Multi-Eng - 102
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & HIS WIFE DEPARTED APPLE VALLEY ARPT AT 0310 PDT ON A FLT TO RIVERSIDE, CA. AT APRX 0320, TWO TRUCK DRIVERS SAW THE ACFT FLYING AT LOW ALT TOWARD CAJON PASS (ELEV 4120 FT MSL). SUBSEQUENTLY, THE TRUCK DRIVERS SAW THE ACFT BURST INTO FLAMES WHEN IT CRASHED. ALTHOUGH THE PREVAILING WX AT APPLE VALLEY & RIVERSIDE WERE RPRTD TO BE VMC, THE TRUCK DRIVERS SAID THE WX AT CAJON PASS WAS SHROUDED IN FOG & DRIZZLE. THE PLT WAS NOT INSTRUMENT RATED. FRIENDS OF THE PLT & HIS WIFE SAID THAT HE WAS CONCERNED ABOUT THE WX, BUT SHE WAS ANXIOUS TO RETURN TO RIVERSIDE.

Brief of Accident (Continued)

File No. - 1045

9/17/89

HESPERIA, CA

A/C Reg. No. N8087M

Time (Lc1) - 0320 PDT

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. PRESSURE INDUCED BY OTHERS - PASSENGER
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - DRIZZLE
7. WEATHER CONDITION - OBSCURATION
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
9. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY
11. ALTITUDE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE NON-INSTRUMENT RATED PILOT CONTINUED VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC) AND MISJUDGED HIS ALTITUDE ABOVE THE TERRAIN. CONTRIBUTING FACTORS WERE: THE PILOT'S LACK OF INSTRUMENT EXPERIENCE, PRESSURE INDUCED BY HIS WIFE (THE PASSENGER) TO TAKE THE FLIGHT, DARK NIGHT, WEATHER CONDITIONS, AND MOUNTAINOUS TERRAIN.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1070 12/02/89 CONCORD, CA A/C Reg. No. N2065N Time (Lcl) - 1100 PST

-----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 140	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BYRON, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BUCHANAN
Wind Dir/Speed- 360/006 KTS	ATC/Airspace	Runway Ident - 32L
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- FOG		
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 - 241
SE LAND	Months Since - 4	Make/Model- 178
	Aircraft Type - C-150	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS LANDING ON RUNWAY 32L WITH THE WIND FROM 360 DEGREES AT 6 KTS. DURING THE TOUCHDOWN PHASE, THE AIRCRAFT BEGAN ANGLING OFF THE SIDE OF THE RUNWAY. TO KEEP THE AIRCRAFT FROM DEPARTING THE RUNWAY, THE PILOT APPLIED BRAKES, BUT THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1070

12/02/89

CONCORD, CA

A/C Reg. No. N2065N

Time (Lcl) - 1100 PST

Occurrence #1 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 3. 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 USE OF THE BRAKES BY THE PILOT. THE CROSSWIND AND THE PILOT'S FAILURE TO MAINTAIN RUNWAY ALIGNMENT WERE
CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1117 5/23/89 ENGLEWOOD, CO A/C Reg. No. N999HP Time (Lcl) - 2345 MDT

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

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

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

Make/Model	- CESSNA 182RG	Eng Make/Model	- LYCOMING O-540-J3C5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

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

<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- 150/010 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 - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>WATKINS, CO</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>CENTENNIAL</p> <p>Runway Ident - 17L</p> <p>Runway Lth/Wid - 10001/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 295
SE LAND	Months Since - 13	Make/Model- 2
	Aircraft Type - TB-10	Instrument- 63
		Multi-Eng - 16
		Last 24 Hrs - 0
		Last 30 Days- 6
		Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE AN "UNEVENTFUL" LANDING ON RWY 17L. HE SAID THAT HE LEFT RWY 17L VIA TAXIWAY A-4, AND TAXIED THROUGH A BREAK IN A ROW OF FLAGS (BETWEEN RWY 17L AND THE DELTA PARKING RAMP). AFTER TRAVELING ABOUT 50 FT ALONG THE TAXIWAY, THE RIGHT MAIN LANDING GEAR ENTERED AN OPEN TRENCH. THE ACFT STOPPED, BUT WITH SOME DIFFICULTY IN STEERING, THE PLT WAS ABLE TO TAXI TO THE PARKING AREA. HE SAID HE SAW NO DAMAGE DURING A POST FLIGHT INSPECTION, BUT WAS NOTIFIED OF THE DAMAGE 10 DAYS LATER. AT THE TIME OF THE ACCIDENT, A NOTAM WAS IN EFFECT, AND THE ATIS CONTAINED A RECORDED WARNING ABOUT THE TAXIWAY CONSTRUCTION. ONLY NORMAL TAXIWAY LIGHTING WAS IN USE, BUT HIGH VISIBILITY CONES AND FLAGS MARKED THE CONSTRUCTION AREA. THIS PLT WAS NOT SCHEDULED OR SPECIFICALLY AUTHORIZED TO FLY THE ACFT.

Brief of Accident (Continued)

File No. - 1117

5/23/89

ENGLEWOOD, CO

A/C Reg. No. N999HP

Time (Lcl) - 2345 MDT

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 3. NOTAMS - NOT FOLLOWED - PILOT IN COMMAND
 4. UNSAFE/HAZARDOUS CONDITION WARNING - NOT FOLLOWED - PILOT IN COMMAND
 5. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO FOLLOW WARNINGS PROVIDED BY A NOTAM & FLAGS ON THE TAXIWAY. FACTORS RELATED
TO THE ACCIDENT WERE: DARKNESS AND THE DITCH.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1105 6/06/89 LA SALLE, CO A/C Reg. No. N48749 Time (Lcl) - 0945 MDT

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

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

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

Make/Model	- RYAN ST-3KR	Eng Make/Model	- KINNER R-56	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1860	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 160 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	GREELEY, CO	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed		- N/A
Visibility	ATC/Airspace	Runway Lth/Wid
- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
- 3000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Runway Status
Obstructions to Vision	- NONE	- N/A
Precipitation	Type Apch/Lndg	
- NONE	- FORCED LANDING	
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age	Medical Certificate
Certificate(s)/Rating(s)	- 60	- VALID MEDICAL-WAIVERS/LIMIT
PRIVATE	Biennial Flight Review	Flight Time (Hours)
SE LAND, SE SEA	Current	
	- YES	Total
	Months Since	- 759
	- 1	Last 24 Hrs
	Aircraft Type	- UNK/NR
	- C-172	Make/Model
		- 148
		Instrument
		- 1
		Last 30 Days
		- 3
		Last 90 Days
		- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS FLYING HIS ANTIQUE AIRPLANE ON A LOCAL FLIGHT TO CHECK THE COMPASS. THIS PLANE HAD BEEN UNDER RESTORATION FOR AN EXTENDED TIME PRIOR TO THIS FLIGHT. DURING FLIGHT, THE ENGINE LOST POWER AND THE PLT MADE A FORCED LANDING IN AN ALFALFA FIELD. AFTER ROLLING 200 FT IN 18 INCH HIGH ALFALFA, THE PLANE NOSED OVER. A POST ACCIDENT INSPECTION REVEALED EVIDENCE THAT THE FUEL TANK VENT WAS CLOGGED BY AN INSECT NEST (DIRT), WHICH RESTRICTED THE FLOW OF FUEL. AFTER THE VENT WAS CLEANED, THE ENGINE RAN NORMALLY.

Brief of Accident (Continued)

File No. - 1105

6/06/89

LA SALLE, CO

A/C Reg. No. N48749

Time (Lcl) - 0945 MDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - CROP
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FOREIGN MATERIAL (INSECT NEST) BLOCKING THE FUEL SYSTEM VENT, WHICH RESULTED IN A RESTRICTION OF FUEL FLOW AND
FUEL STARVATION. A RELATED FACTOR WAS THE ALFALFA CROP IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1107 6/20/89 BOULDER, CO A/C Reg. No. N80893 Time (Lcl) - 1715 MDT

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

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

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

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

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

<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- 270/015 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">BOULDER MUNI</p> <p>Runway Ident - 26L</p> <p>Runway Lth/Wid - 4100/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 30</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p style="padding-left: 20px;">Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 422</td> <td>Last 24 Hrs</td> <td>- UNK/NR</td> </tr> <tr> <td>Make/Model-</td> <td>61</td> <td>Last 30 Days-</td> <td>70</td> </tr> <tr> <td>Instrument-</td> <td>62</td> <td>Last 90 Days-</td> <td>130</td> </tr> </table>	Total	- 422	Last 24 Hrs	- UNK/NR	Make/Model-	61	Last 30 Days-	70	Instrument-	62	Last 90 Days-	130
Total	- 422	Last 24 Hrs	- UNK/NR											
Make/Model-	61	Last 30 Days-	70											
Instrument-	62	Last 90 Days-	130											

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) AND A PRIVATE RATED DUAL STUDENT WERE PERFORMING A FAMILIARIZATION FLIGHT. THE CFI SAID THE DUAL STUDENT MADE SEVERAL TOUCH AND GO LANDINGS ON RWY 26L, WITH WINDS ESTIMATED BY THE CFI AS BEING FROM 270 DEG AT 15 GUSTING 25 KTS. THE CFI REPORTED THAT DURING THE LAST TOUCHDOWN, THE ACFT WAS ANGLED TO THE LEFT. THE PLANE DEPARTED THE RWY TO THE LEFT AND THE HORIZONTAL STABILIZER STRUCK A RWY LIGHT, RESULTING IN SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1107

6/20/89

BOULDER, CO

A/C Reg. No. N80893

Time (Lcl) - 1715 MDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DUAL STUDENT
3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
4. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

6. OBJECT - RUNWAY LIGHT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE COMPENSATION FOR WIND CONDITIONS BY THE (PRIVATE RATED) DUAL STUDENT AND HIS FAILURE TO MAINTAIN
DIRECTIONAL CONTROL, WHICH RESULTED IN AN INADVERTENT GROUND SWERVE, AND INADEQUATE SUPERVISION BY THE INSTRUCTOR
PILOT (CFI). A FACTOR RELATED TO THE ACCIDENT WAS: THE UNFAVORABLE WIND CONDITON.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1120 6/26/89 DURANGO, CO A/C Reg. No. N4137Z Time (Lcl) - 1015 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

VAL AIR
Runway Ident - 36
Runway Lth/Wid - 3100/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 63

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4658	Last 24 Hrs	- 1
Make/Model	- 118	Last 30 Days	- 3
Instrument	- 274	Last 90 Days	- 4
Multi-Eng	- 1774		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A GLIDER TOW FLT, THE PLT TOOK OFF TO THE SOUTH. AFTER RELEASING THE GLIDER, HE RETURNED & LANDED TO THE NORTH WITH A 5 KT QUARTERING TAILWIND. AS HE WAS LANDING, THE ACFT VEERED RIGHT. THE PLT OVERCORRECTED TO THE LEFT & THE PLANE TURNED SHARPLY LEFT, THEN THE RIGHT WING STRUCK THE GROUND & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1120

6/26/89

DURANGO, CO

A/C Reg. No. N4137Z

Time (Lc1) - 1015 MDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WEATHER CONDITION - CROSSWIND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. 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, WHICH RESULTED IN AN INADVERTENT GROUNDLOOP/SWERVE.
A FACTOR RELATED TO THE ACCIDENT WAS: THE ADVERSE WIND CONDITION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1155 9/07/89 BURLINGTON, CO A/C Reg. No. N734VH Time (Lcl) - 1648 MDT

-----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	- TAKEOFF		Pass 0	0	0	0

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

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-320-H2ADT	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-----

<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 - 100/005 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point 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</p> <p>KIT CARSON CITY</p> <p>Runway Ident - 15</p> <p>Runway Lth/Wid - 5200/ 75</p> <p>Runway Surface - CONCRETE</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 - 44</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-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 19</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model</td> <td>- 19</td> <td>Last 30 Days</td> <td>- 8</td> </tr> <tr> <td>Instrument</td> <td>- 0</td> <td>Last 90 Days</td> <td>- 19</td> </tr> </table>	Total	- 19	Last 24 Hrs	- 1	Make/Model	- 19	Last 30 Days	- 8	Instrument	- 0	Last 90 Days	- 19
Total	- 19	Last 24 Hrs	- 1											
Make/Model	- 19	Last 30 Days	- 8											
Instrument	- 0	Last 90 Days	- 19											

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT SAID HE INADVERTENTLY HELD RIGHT RUDDER, WHILE TAKING OFF FROM A TOUCH-AND-GO LANDING, AND THE AIRCRAFT RAN OFF THE RIGHT SIDE OF THE RUNWAY. THE AIRPLANE TRAVELED ON THE GRASS FOR A SHORT DISTANCE, THEN IT ENCOUNTERED A PLOWED FIELD AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1155

9/07/89

BURLINGTON, CO

A/C Reg. No. N734VH

Time (Lc1) - 1648 MDT

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - SOFT
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER USE OF THE RUDDER BY THE PILOT, WHICH RESULTED IN A LOSS OF DIRECTIONAL CONTROL. THE SOFT
TERRAIN WAS A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1060 9/10/89 CORTEZ, CO A/C Reg. No. N17OLF Time (Lcl) - 1130 MDT

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

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

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

Make/Model - CESSNA 170	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/010 KTS</p> <p>Visibility - 75.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>NUCLA, CO</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>CORTEZ MONTEZUMA</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 7105/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 45
	Months Since - N/A	Make/Model- 43
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 45
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHEN HE LANDED, THE ACFT WAS SLIGHTLY OFF THE RWY CENTERLINE, SO HE COMPENSATED BY APPLYING RUDDER. HOWEVER, HE SAID HE OVER CORRECTED & THE ACFT GROUNDLOOPED. SUBSEQUENTLY, ITS RIGHT WING CONTACTED THE SURFACE & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1060

9/10/89

CORTEZ,CO

A/C Reg. No. N17OLF

Time (Lcl) - 1130 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL, WHICH RESULTED IN AN INADVERTENT GROUND LOOP.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1065 11/25/89 STEAMBOAT SPGS,CO A/C Reg. No. N6385R Time (Lcl) - 1156 MST

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

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

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

Make/Model - PIPER PA-28	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FORT MORGAN,CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	STEAMBOAT SPGS,CO	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
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 - 1065
SE LAND,SE SEA	Months Since - 7	Make/Model- 161
	Aircraft Type - C -170	Instrument- 70
		Multi-Eng - 11
		Last 24 Hrs - 3
		Last 30 Days- 58
		Last 90 Days- 190

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE FROM BELOIT, KS, TO STEAMBOAT SPRINGS, CO, THE PLT LANDED AT FORT MORGAN, CO, FOR FUEL. HE TELEPHONED THE DENVER AFSS TO OBTAIN A WX BRIEFING & WAS TOLD VFR FLT WAS NOT RECOMMENDED. ACCORDING TO THE PLT, AS HE APCHD BUFFALO PASS AT 11,500 FT MSL, HE ENCTRD "A SUDDEN, STRONG DOWNDRAFT" & APPLICATION OF FULL POWER DID NOT ARREST THE SINK RATE. SUBSEQUENTLY, THE AIRPLANE STRUCK TREES AS THE PLT WAS TURNING AROUND. ACCORDING TO THE PASSENGER, IFR CONDITIONS WERE ENCTRD, THE ACFT BEGAN ACCUMULATING ICE & IT CRASHED DRG A TURN TO REVERSE DIRECTION. APRX 28 MI WEST AT HAYDEN (ELEV 6597'), THE 1050 MST WX WAS IN PART: SKY PARTIALLY OBSCD, 1000' SCATTERED, ESTD CEILING 3000' OVC, VIS 6 MI WITH LIGHT SNOW, WIND 250 DEG AT 7 KTS.

Brief of Accident (Continued)

File No. - 1065

11/25/89

STEAMBOAT SPGS,CO

A/C Reg. No. N6385R

Time (Lc1) - 1156 MST

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - OBSCURATION
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. WEATHER CONDITION - ICING CONDITIONS
7. WING - ICE
8. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND

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

Finding(s)

9. OBJECT - TREE(S)

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

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY
11. TERRAIN CONDITION - SNOW COVERED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
CONTINUED VFR FLIGHT BY THE PILOT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC) AND HIS DELAY IN DIVERTING OR
REVERSING COURSE. THE TERRAIN, WEATHER CONDITIONS, WING ICE, AND TREES WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1002 4/16/89 LAKE CITY, FL A/C Reg. No. N13QT Time (Lcl) - 1320 EDT

-----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	0	0	0	0
Accident Occurred During -MANEUVERING						

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

Make/Model - COUTZ QUICKIE Q-2	Eng Make/Model - REVMASER 2100	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 - 64 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WINTER HAVEN, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VALDOSTA, GA	
Wind Dir/Speed- 120/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - N/A
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 - UNK/NR	Total - 350
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- 60
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS THAT WAS DRIVING ALONG I-75 STATED THAT HE LOOKED UP JUST IN TIME TO SEE THE LEFT WING AND NOSE OF THE AIRCRAFT STRIKE THE GROUND. THE AIRCRAFT IMMEDIATELY BEGAN BURNING AND WAS DEMOLISHED BY FIRE. DUE TO IMPACT AND FIRE DAMAGE, THE CIRCUMSTANCES, WHICH RESULTED IN THE ACCIDENT, COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1002

4/16/89

LAKE CITY, FL

A/C Reg. No. N13QT

Time (Lcl) - 1320 EDT

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

Finding(s)
1. UNDETERMINED

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:
AIRCRAFT CONTROL WAS LOST FOR AN UNKNOWN REASON.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1039 5/29/89 LAKE WALES, FL A/C Reg. No. N4896A Time (Lcl) - 1720 EDT

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

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

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

Make/Model - CESSNA A152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	LAKE WALES MUNI
Wind Dir/Speed- 110/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 12000 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 - 63	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1015
SE LAND	Months Since - UNK/NR	Make/Model- 183
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE UNOCCUPIED AIRPLANE WAS BEING HAND PROPPED WITH THE THROTTLE 1/4 OPEN, THE NOSE WHEEL CHALKED, & THE PARKING BRAKE SET (WHICH HE FURTHER STATED WAS INEFFECTIVE). AFTER THE ENG STARTED, THE AIRPLANE TRAVELED FORWARD AND COLLIDED WITH A PARKED AIRPLANE, A VEHICLE, & A HANGAR DOOR BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 1039

5/29/89

LAKE WALES, FL

A/C Reg. No. N4896A

Time (Lcl) - 1720 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

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

Finding(s)
2. OBJECT - AIRCRAFT PARKED
3. OBJECT - VEHICLE
4. OBJECT - AIRPORT FACILITY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE PILOT BY NOT PROPERLY SECURING THE AIRCRAFT OR OBTAINING PROPER ASSISTANCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1036 5/30/89 KEYSTONE HGTS., FL A/C Reg. No. N53SP Time (Lcl) - 0845 EDT

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

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

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

Make/Model - BELL 47G-3B-1	Eng Make/Model - LYCOMING TVO-435-G1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 280 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	KEYSTONE AIRPARK
Wind Dir/Speed- 130/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 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 - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 11800	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT RPRTD THAT WHILE DEPG ON A SPRAYING OPN, THE HELICOPTER YAWED TO THE RGT & LEFT PEDAL APPLICATION WOULD NOT CORRECT THE YAW. HE THEN PERFORMED AN AUTOROTATIVE LANDING, SUBSEQUENTLY PULLING THE COLLECTIVE TO CUSHION IMPACT WITH TREES. A POST-ACDNT EXAM OF THE HELICOPTER REVEALED THE TAIL ROTOR DRIVE SHAFT HAD BECOME BENT BETWEEN THE #1 & #2 BEARINGS, ALLOWING THE FWD SHAFT TO PULL FROM THE COUPLING.

Brief of Accident (Continued)

File No. - 1036

5/30/89

KEYSTONE HGTS., FL

A/C Reg. No. N53SP

Time (Lcl) - 0845 EDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - BENT
2. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - DISCONNECTED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION

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

Finding(s)

4. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE TAIL ROTOR DRIVE SYSTEM BECAME DISCONNECTED DUE TO A BENT TAIL ROTOR DRIVE SHAFT. THE TREES CONTRIBUTED TO THE
HELICOPTER DAMAGE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1049 7/02/89 CLERMONT, FL A/C Reg. No. N2039 Time (Lcl) - 1155 EDT

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

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

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

Make/Model - WOOD-OLDFIELD BABY GREAT LAKES	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 85 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ZELLWOOD, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SEMINOLE LAKE GLIDER PORT
Wind Dir/Speed- 020/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 200
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 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 - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - UNK/NR	Total - 246
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
GLIDER	Aircraft Type - UNK/NR	Make/Model- 7
		Last 30 Days- 4
		Instrument- UNK/NR
		Last 90 Days- 23
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED TO FLY OVER THE ARPT FROM NORTHEAST TO SOUTHWEST & ENTER A DESCENDING RGT TURN (DOWNWIND) TO A BASE & FINAL APCH. WHILE FLYING AT SLOW SPEED ON FINAL APCH, THE ENG WAS HEARD TO HESITATE, THEN INCREASE IN POWER. THE ACFT'S RIGHT WING THEN DROPPED & THE PLANE ENTERED A SPIN TO THE RIGHT, FROM WHICH IT COLLIDED WITH THE GROUND. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND.

Brief of Accident (Continued)

File No. - 1049

7/02/89

CLERMONT, FL

A/C Reg. No. N2039

Time (Lc1) - 1155 EDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO MAINTAIN AIRSPEED WHICH RESULTED IN AN INADVERTENT STALL/SPIN. A CONTRIBUTING FACTOR WAS
THE PILOT'S LACK OF EXPERIENCE IN THE AIRCRAFT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1033 7/04/89 STUART, FL A/C Reg. No. N2923X Time (Lcl) - 1450 EDT

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

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

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

Make/Model - CESSNA 177	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 - 2350	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	STUART
Wind Dir/Speed- 090/006 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 200
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 93
SE LAND	Months Since - 11	Make/Model- 89
	Aircraft Type - C-177	Instrument- 2
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 3
		Last 90 Days- 3
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

AS THE PLT WAS TAKING OFF FROM HIS 2ND TOUCH-&-GO LANDING, THE ENG LOST POWER. ACCORDING TO WITNESSES, THE ACFT APPEARED TO WOBBLE & SINK AS THE PLT TURNED THE ACFT BACK TOWARD THE RWY. IT THEN ENTERED A STEEP DESCENT & CRASHED ON THE END OF THE RWY. AN EXAM OF THE ENG REVEALED WATER & RUST IN THE CARBURETOR BOWL & RUST IN THE CARBURETOR'S FINGER SCREEN.

Brief of Accident (Continued)

File No. - 1033

7/04/89

STUART, FL

A/C Reg. No. N2923X

Time (Lc1) - 1450 EDT

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

Finding(s)

1. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE -
 2. FLUID, FUEL - CONTAMINATION
 3. FLUID, FUEL - WATER
-

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

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

Finding(s)

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE MAINTENANCE/SERVICING OF THE AIRCRAFT, WHICH RESULTED IN WATER AND RUST CONTAMINATION OF THE FUEL AND A
SUBSEQUENT LOSS OF ENGINE POWER, AND FAILURE OF THE PILOT TO MAINTAIN FLYING SPEED, WHILE MANEUVERING BACK TOWARD THE
RUNWAY, WHICH RESULTED IN AN INADVERTENT STALL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1015 7/09/89 VERO BEACH, FL A/C Reg. No. N4680P Time (Lcl) - 1744 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	VENICE, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	VERO BEACH, FL	
Wind Dir/Speed- 110/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 55
	Months Since - N/A	Make/Model- 55
	Aircraft Type - N/A	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 STUDENT PLT DEPARTED ON A SOLO X-COUNTRY TRAINING FLT AFTER BEING ADVISED THE ACFT HAD FLOWN APRX 1.2 HRS SINCE IT WAS REFUELLED. AS HE WAS APCHG HIS 2ND TO LAST LNDG STOP AT VERO BEACH, THE ENG LOST POWER. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED WHEN THE PLT LANDED IN A SOFT FIELD. NO USABLE FUEL WAS FOUND IN THE ACFT AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1015

7/09/89

VERO BEACH, FL

A/C Reg. No. N4680P

Time (Lcl) - 1744 EDT

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

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

-----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 STARVATION DUE TO AN INADEQUATE SUPPLY OF FUEL. THE SOFT
TERRAIN IN THE EMERGENCY LANDING AREA WAS CONSIDERED TO BE A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1019 7/10/89 PERRY,FL

A/C Reg. No. N4427Q

Time (Lcl) - 0917 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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 - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 020/004 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
QUINCY,FL
Destination
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 42
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS CRUISING AT 3000 FT WHEN THE ENG LOST POWER. SUBSEQUENTLY, IT STRUCK TREES DURING A FORCED LANDING, WHICH RESULTED IN SUBSTANTIAL DAMAGE. AN EXAM OF THE ENG REVEALED THE #3 EXHUST VALVE HAD FAILED. THE ENG HAD BEEN OPERATED 1545 HRS SINCE IT WAS LAST OVERHAULED IN 1977.

Brief of Accident (Continued)

File No. - 1019

7/10/89

PERRY, FL

A/C Reg. No. N4427Q

Time (Lcl) - 0917 EDT

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

Finding(s)
1. ENGINE ASSEMBLY, VALVE, EXHAUST - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE NUMBER THREE EXHAUST VALVE WHICH NECESSITATED A FORCED LANDING. THE TREES WERE CONSIDERED TO BE A
CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1014 7/12/89 FORT MYERS, FL A/C Reg. No. N921FE Time (Lcl) - 1015 EDT

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

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

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

Make/Model	- CESSNA 208B	Eng Make/Model	- P&W PT6A-114	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 8750	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 600 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	FORT LAUDERDALE, FL			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		FORT MYERS	
Wind Dir/Speed	- 250/005 KTS			Runway Ident	- 13
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- 4997/ 150
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- FULL STOP		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total	- 4450
SE LAND, ME LAND	Months Since - 3	Make/Model	- 1024
	Aircraft Type - C-208B	Instrument	- 961
		Multi-Eng	- 16
		Last 24 Hrs	- 2
		Last 30 Days	- 75
		Last 90 Days	- 194
		Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE MADE A TIGHT TURN TO FINAL APCH FOR LANDING & ALLOWED THE AIRSPEED TO DISSIPATE. SUBSEQUENTLY, A HIGH SINK RATE DEVELOPED & THE ACFT LANDED HARD. DRG THE OCCURRENCE, THE MAIN GEAR PARTIALLY COLLAPSED & THE FUSELAGE WAS WRINKLED.

Brief of Accident (Continued)

File No. - 1014

7/12/89

FORT MYERS, FL

A/C Reg. No. N921FE

Time (Lcl) - 1015 EDT

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

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER FLARE BY THE PILOT FOR LANDING AND IMPROPER REMEDIAL ACTION. A CONTRIBUTING FACTOR WAS THE LACK OF AIRSPEED
ON FINAL APPROACH.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1012 7/12/89 DELAND, FL

A/C Reg. No. N5814G

Time (Lcl) - 1130 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 -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 150

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - 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- 280/008 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

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

BOB WHITE

Runway Ident - 27

Runway Lth/Wid - 3300/ 72

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 55

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 25 Last 24 Hrs - UNK/NR

Make/Model- 25 Last 30 Days- 7

Instrument- 0 Last 90 Days- 17

Multi-Eng - 0 Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ON THE STUDENT PLT'S FIRST TOUCH-&-GO LANDING ON THIS FLT, THE ACFT BOUNCED AFTER TOUCHDOWN. THE STUDENT ADDED POWER, BUT THE ACFT SETTLED, TOUCHED DOWN ON THE NOSE GEAR & THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1012

7/12/89

DELAND, FL

A/C Reg. No. N5814G

Time (Lc1) - 1130 EDT

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
-

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

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER FLARE BY THE PILOT AND HIS IMPROPER RECOVERY FROM A BOUNCED LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1023 7/19/89 LEESBURG, FL A/C Reg. No. N47ER Time (Lcl) - 1156 EDT

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

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

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

Make/Model - CESSNA 172N	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 - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ORLANDO, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LEESBURG
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4165/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 195
SE LAND	Months Since - 2	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 50
		Last 30 Days- 1
		Instrument- 16
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHILE HE WAS ON A SHORT FINAL APCH WITH 20 DEG OF FLAPS EXTENDED, HIS RATE OF DSCNT INCREASED. HE THEN RAISED THE FLAPS TO 10 DEGS & ATTEMPTED A GO-AROUND; HOWEVER, THE ACFT STALLED & CRASHED IN A RIGHT WING LOW ATTITUDE. THE PLT ALSO RPRTD THAT THE ACFT ENCTRD "STRONG GUSTS ON LANDING AND (THE) AIRCRAFT BECAME UNCONTROLLABLE." APRX 30 MI SOUTHEAST AT ORLANDO, FL, THE 1148 EDT WIND WAS FROM 200 DEG AT 10 KTS.

Brief of Accident (Continued)

File No. - 1023

7/19/89

LEESBURG,FL

A/C Reg. No. N47ER

Time (Lc1) - 1156 EDT

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

Finding(s)

1. GO-AROUND - INITIATED -
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO MAINTAIN ADEQUATE AIRSPEED, WHICH RESULTED IN AN INADVERTENT STALL AS HE INITIATED A GO-AROUND.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1038 7/23/89 VERO BEACH, FL A/C Reg. No. N7738M Time (Lc1) - 0808 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	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - MOONEY M22	Eng Make/Model - LYCOMING TIO-541-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3680	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DOUGLAS, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	VERO BEACH
Wind Dir/Speed- 120/006 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5500/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1414
SE LAND	Months Since - 1	Make/Model- 1150
	Aircraft Type - M22	Instrument- 351
		Multi-Eng - UNK/NR
		Last 24 Hrs - 6
		Last 30 Days- 18
		Last 90 Days- 55
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG THE LNDG ROLL, THE ACFT SWERVED INTO A DITCH & WAS DAMAGED. AN EXAM OF THE NOSE GEAR REVEALED THE STRUT HOUSING HAD FAILED AT THE STEERING COLLAR, WHERE IT WAS PREVIOUSLY WELDED. AN EXAM OF THE OLD WELD REVEALED THERE HAD BEEN INSUFFICIENT WELD PENETRATION.

Brief of Accident (Continued)

File No. - 1038

7/23/89

VERO BEACH, FL

A/C Reg. No. N7738M

Time (Lcl) - 0808 EDT

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

Finding(s)

1. LANDING GEAR, NOSE GEAR STRUT - FAILURE, PARTIAL
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
3. DIRECTIONAL CONTROL - NOT MAINTAINED -
4. GROUND LOOP/SWERVE - UNCONTROLLED -

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF AN OLD WELD REPAIR ON THE NOSE GEAR STRUT HOUSING. A CONTRIBUTING FACTOR WAS IMPROPER MAINTENANCE BY
OTHER (UNKNOWN) MAINTENANCE PERSONNEL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1034 7/25/89 GAINESVILLE,FL A/C Reg. No. N5186J Time (Lcl) - 1046 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	JACKSONVILLE,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GAINESVILLE REGIONAL
Wind Dir/Speed- 090/012 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4147/ 150
Lowest Sky/Clouds - 1300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 31
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 2
		Last 30 Days- 11
		Instrument- 1
		Last 90 Days- 28
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO TOWER PERSONNEL, THE AIRCRAFT TOUCHED DOWN HARD DURING A LANDING ON RWY 6. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED. THE WIND WAS REPORTED TO BE FROM 090 DEG AT 12 KTS. THE STUDENT PILOT HAD ONLY TWO HOURS OF FLT TIME IN THIS MAKE AND MODEL OF AIRCRAFT.

Brief of Accident (Continued)

File No. - 1034

7/25/89

GAINESVILLE, FL

A/C Reg. No. N5186J

Time (Lc1) - 1046 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE STUDENT'S IMPROPER FLARE FOR LANDING. THE CROSSWIND (QUARTERING HEADWIND) AND THE STUDENT'S LACK OF EXPERIENCE IN
THIS AIRCRAFT WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1013 7/27/89 HOMESTEAD, FL A/C Reg. No. N60FU Time (Lcl) - 0715 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
HOMESTEAD, FL
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 030/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, FLT ENG
SE LAND, ME LAND, SE SEA, ME SEA

Age - 66

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 33000	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-----

AS THE PLT WAS RETURNING TO LAND AT HIS AIRSTRIP, THE ENG LOST POWER FROM FUEL STARVATION. SUBSEQUENTLY, DURING AN APCH FOR A FORCED LNDG, THE ACFT COLLIDED WITH A TELEPHONE LINE, THEN CRASHED TO THE GROUND. THE PLT STATED THAT BEFORE THE FLT, HE HAD REPLACED THE FUEL CAP SEAL. WHEN THE FUEL CAP WAS REMOVED AFTER THE ACDNT TO CHECK FOR FUEL, A RUSH OF AIR WAS NOTED (INDICATING THAT DRG FLT, THE FUEL TANK HAD NOT VENTED THRU THE CAP, AS REQUIRED).

Brief of Accident (Continued)

File No. - 1013

7/27/89

HOMESTEAD, FL

A/C Reg. No. N60FU

Time (Lcl) - 0715 EDT

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

Finding(s)

1. MAINTENANCE - IMPROPER - PILOT IN COMMAND
 2. FUEL SYSTEM, CAP - IMPROPER
 3. FUEL SYSTEM, VENT - BLOCKED(TOTAL)
 4. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - WIRE, TRANSMISSION
 6. VISUAL LOOKOUT - INADEQUATE - 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:
IMPROPER REPAIR OF THE FUEL CAP (SEAL) BY THE PILOT, WHICH RESULTED IN A BLOCKED FUEL SYSTEM (CAP) VENT AND
SUBSEQUENT FUEL STARVATION, AND HIS FAILURE TO SEE-AND-AVOID THE TELEPHONE LINE. THE TELEPHONE (TRANSMISSION)
LINE WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1186 8/03/89 APALACHICOLA, FL A/C Reg. No. N64RF Time (Lcl) - 1210 EDT

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

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

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

Make/Model - CESSNA 172	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 - 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	PANAMA CITY, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 360/009 KTS	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 - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 12400
SE LAND	Months Since - 7	Last 24 Hrs - 4
	Aircraft Type - C-172	Make/Model- 2600
		Last 30 Days- 70
		Instrument- UNK/NR
		Last 90 Days- 246
		Rotorcraft - UNK/NR
		Multi-Eng - 400

Instrument Rating(s) - NONE

-----Narrative-----

WHILE RETURNING FROM A FISH SPOTTING TRIP AT AN ALT OF ABOUT 50 FT, THE ACFT SETTLED INTO THE WATER ABOUT 500 YDS FROM THE SHORE. DURING IMPACT, THE PLT'S SEAT BELT FAILED & HE WAS EJECTED FROM THE ACFT, WHICH SANK. HE STATED LATER THAT UNKNOWN TO HIM AT THE TIME, A MILITARY JET PASSED OVER THE AREA FROM EAST TO WEST, AT LOW ALT, ON A 90 DEG COURSE TO HIS FLT PATH. HOWEVER, HE ALSO STATED THAT FOR UNKNOWN REASONS TO HIM, THE ACFT SETTLED INTO THE WATER IN A STRAIGHT AHEAD & SLIGHTLY LEFT WING LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 1186

8/03/89

APALACHICOLA, FL

A/C Reg. No. N64RF

Time (Lcl) - 1210 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. TERRAIN CONDITION - WATER
2. PROPER ALTITUDE - NOT MAINTAINED - 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:
FAILURE OF THE PILOT TO MAINTAIN PROPER ALTITUDE. A FACTOR RELATED TO THE ACCIDENT WAS: THE PILOT'S
LACK OF VISUAL PERCEPTION CONCERNING ALTITUDE ABOVE THE WATER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1173 8/05/89 SARASOTA, FL A/C Reg. No. N3550 Time (Lcl) - 1430 EDT

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

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

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

Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING VO-435-A1D	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SARASOTA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 050/005 KTS	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 - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
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)
PRIVATE	Current - UNK/NR	Total - 224
SE LAND	Months Since - UNK/NR	Make/Model- 44
	Aircraft Type - UNK/NR	Instrument- 30
		Last 24 Hrs - 2
		Last 30 Days- 28
		Last 90 Days- 114
		Rotorcraft - 44

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT OBSERVED THAT HE HAD LESS THAN FULL FUEL DURING HIS PREFLT INSPN; HOWEVER, HE THOUGHT HE WOULD HAVE ENOUGH FUEL FOR HIS INTENDED SOLO X-COUNTRY FLT. NEARING THE END OF HIS ROUND ROBIN FLT (ABOUT 1 MI FROM HIS HOME BASE), THE ENG LOST POWER. THE STUDENT MADE AN AUTOROTATION, BUT THE HELICOPTER HIT A TREE DURING THE LANDING.

Brief of Accident (Continued)

File No. - 1173

8/05/89

SARASOTA, FL

A/C Reg. No. N3550

Time (Lcl) - 1430 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION
-

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

Finding(s)

6. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE STUDENT PILOT'S INADEQUATE PREFLIGHT PLANNING/PREPARATION, WHICH RESULTED IN FUEL EXHAUSTION DUE
TO AN INADEQUATE SUPPLY OF FUEL. FACTORS RELATED TO THE ACCIDENT WERE: THE STUDENT PILOT'S LACK OF
TOTAL EXPERIENCE & TREE(S) IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1048 8/05/89 MARCO, FL A/C Reg. No. N2676S Time (Lcl) - 0300 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire NONE

Crew 1
Pass 0

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

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

Make/Model - CESSNA 210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - .500 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 57
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 10000	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-----

DRG AN ILLEGAL DRUG OPN AT NGT, THE ACFT CRASHED IN THE EVERGLADES, ABT 16 MI SE OF NAPLES, FL. SURVEILLANCE PSNL IN THE AREA SAID THE VIS WAS LESS THAN 1/2 MI WITH FOG/SMOKE. ABT 3 HRS EARLIER, THE NAPLES WX WAS, IN PART: SKY PARTLY OBSCD, VIS 3 MI, WND CALM. INV REVEALED THE ACFT IMPACTED IN A SLIGHT L WING DWN, NOSE LOW, ATTITUDE, THEN BOUNCED & HIT A TREE BFR COMING TO REST ABT 270' FM THE INITIAL IMPACT PT. NO PREIMPACT MECH PROBLEM WAS EVIDENT. IN 1978, THE PLT WAS DENIED A 1ST CLASS MED CERT DUE TO HEART DISEASE, DETECTED BY AN ELECTROCARDIOGRAM. LTR, HE GOT A 3RD CLASS MED CERT (USING AN-OTHER NAME, DOB & SSN), WHICH DID NOT REQUIRE AN ELECTROCARDIOGRAM. HIS LAST MED CERT (USING AN ALIAS) WAS DATED 8/5/86. AN AUTOPSY SHOWED HE HAD ADVANCED HEART DISEASE. MED EXAMINER BELIEVED A MASSIVE MYOCARDIAL INFARCT OR INCAPACITATING CARDIAC ARRHYTHMIA WAS A DISTINCT POSSIBILITY, BUT NO DRCT EVIDENCE OF EITHER WAS FND. A TOX CHECK OF VITREOUS FLUID SHOWED COCAINE & BENZOYLECGONINE LVLS OF 1490 & 782 NG/ML. DRUG/ALCOHOL TESTS OF KIDNEY & LIVER SPECIMENS WERE NEGATIVE.

Brief of Accident (Continued)

File No. - 1048

8/05/89

MARCO,FL

A/C Reg. No. N2676S

Time (Lcl) - 0300 EDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 3. WEATHER CONDITION - FOG
 4. WEATHER CONDITION - HAZE/SMOKE
 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

6. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 7. SPATIAL DISORIENTATION - PILOT IN COMMAND
 8. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
CONTINUED VFR FLIGHT BY THE PILOT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC), HIS MISJUDGMENT OF ALTITUDE
AND HIS PHYSICAL IMPAIRMENT FROM USE OF DRUGS. CONTRIBUTING FACTORS WERE: THE PILOT'S PROBABLE SPATIAL DISORIENTATION,
AND THE NIGHT/WEATHER CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1178 8/05/89 HOLLYWOOD, FL A/C Reg. No. N81AM Time (Lcl) - 1155 EDT

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

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

-----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	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NORTH PERRY
Wind Dir/Speed- 110/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4000 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 - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 750
SE LAND,ME LAND	Months Since - 4	Make/Model- 350
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 50
		Multi-Eng - 30
		Last 24 Hrs - 1
		Last 30 Days- 20
		Last 90 Days- 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT WAS DEMONSTRATING COCKPIT AND RUNUP PROCEDURES TO THE STUDENT, WHEN THE HELICOPTER BECAME LIGHT ON THE SKIDS WITH OPERATING RPM & GROUND RESONANCE DEVELOPED. THE INSTRUCTOR BOTTOMED THE PITCH & SHUT OFF THE ENGINE, BUT THE GROUND RESONANCE BECAME WORSE. SUBSEQUENTLY, THE TAIL BOOM WAS CHOPPED OFF BY THE MAIN ROTOR BLADES, A FUEL CELL RUPTURED & A FIRE ERUPTED. ACCORDING TO AN FAA HANDBOOK (AC 61-13B), THE CORRECT PROCEDURE FOR GETTING OUT OF GROUND RESONANCE WAS TO LIFT OFF. AN EXAM REVEALED THE LEFT FRONT SHOCK STRUT WAS LOW.

Brief of Accident (Continued)

File No. - 1178

8/05/89

HOLLYWOOD, FL

A/C Reg. No. N81AM

Time (Lc1) - 1155 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - WORN
 2. FUSELAGE - VIBRATION
 3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
-

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

Occurrence #3 FIRE
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE SEVERE FUSELAGE VIBRATION (GROUND RESONANCE) AND THE PILOT'S IMPROPER PLANNING/DECISION TO AVOID
OR COMPENSATE FOR THE OCCURRENCE. A FACTOR RELATED TO THE ACCIDENT WAS THE LOW SHOCK STRUT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1171 8/15/89 FORT PIERCE, FL A/C Reg. No. N60847 Time (Lcl) - 1800 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew 0
Pass 0

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

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

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL D-200	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

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

Itinerary

Last Departure Point
SARASOTA, FL
Destination
- SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ST LUCIE COUNTY
Runway Ident - 09
Runway Lth/Wid - 5000/ 200
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 070/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-150

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

Total	- 2149	Last 24 Hrs	- 6
Make/Model-	500	Last 30 Days-	20
Instrument-	86	Last 90 Days-	50
Multi-Eng	- 450		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS RTRNG FROM A X-COUNTRY FLT, WHEN HE ADVISED TOWER PSNL THAT HE "JUST RAN OUT OF FUEL & WILL BE LANDING JUST SHORT OF THE RUWAY." RPRTDLY, THERE WAS AN AGRICULTURAL GROVE IN THAT AREA. THE PLT RPRTD THAT HE LANDED IN A DRAINAGE "CANAL" TO AVOID A "HUT IN THE GROVE." SUBSEQUENTLY, THE ACFT NOSED OVER DURING THE LANDING.

Brief of Accident (Continued)

File No. - 1171

8/15/89

FORT PIERCE, FL

A/C Reg. No. N60847

Time (Lcl) - 1800 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
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:
IMPROPER PLANNING/DECISION BY THE PILOT, WHICH RESULTED IN FUEL EXHAUSTION DUE TO AN INADEQUATE SUPPLY
OF FUEL. THE TERRAIN (ROUGH/UNEVEN) IN THE EMERGENCY LANDING AREA WAS A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1160 8/19/89 VERO BEACH, FL A/C Reg. No. N489US Time (Lcl) - 1858 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-USAIR	NONE						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	1	0	3	
Accident Occurred During	-CRUISE			0	0	0	10	

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

Make/Model	- FOKKER F-28 MK4000	Eng Make/Model	- ROLLS-ROYCE MK 555-15H	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 73000	Engine Type	- TURBOFAN		
No. of Seats	- 69	Rated Power	- 9900 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	FORT LAUDERDALE, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	JACKSONVILLE, FL	Runway Ident - N/A
Wind Dir/Speed- 150/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 600 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 6700	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 60
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPT RPRTD THAT, WHILE CRUISING IN VISUAL METEOROLOGICAL CONDITIONS, THE ACFT ENCOUNTERED SEVERE TURBULENCE, WHICH CONTD FOR ABOUT 10 SECONDS. THE SEAT BELT SIGN WAS ILLUMINATED, BUT A FLT ATTENDANT, WHO WAS NOT SEATED, SUFFERED A BROKEN ANKLE. NO FORECAST FOR TURBULENCE OR PIREPS WERE RPRTD.

Brief of Accident (Continued)

File No. - 1160

8/19/89

VERO BEACH, FL

A/C Reg. No. N489US

Time (Lcl) - 1858 EDT

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

Finding(s)

1. SEAT BELT SIGN - SELECTED - PILOT IN COMMAND
2. WEATHER CONDITION - TURBULENCE
3. SEAT BELT - NOT USED - FLIGHT ATTENDANT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IN-FLIGHT ENCOUNTER WITH UNFORECAST TURBULENCE, WHICH RESULTED IN INJURY OF A FLIGHT ATTENDANT, WHO WAS
NOT WEARING A SAFETY BELT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1162 8/23/89 ST AUGUSTINE, FL A/C Reg. No. N8517D Time (Lcl) - 1945 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 - LANDING			0	0	0	2
			0	0	0	0

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

Make/Model - PIPER PA-44-180	Eng Make/Model - LYCOMING L/O-360-E1A6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ST AUGUSTINE
Wind Dir/Speed- 140/005 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6947/ 150
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 3024
SE LAND, ME LAND	Months Since - 4	Make/Model- 35
	Aircraft Type - PA-44	Instrument- 172
		Multi-Eng - 570
		Last 24 Hrs - 2
		Last 30 Days- 28
		Last 90 Days- 204

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BOTH THE INSTRUCTOR (CFI) & STUDENT PLT RPRTD THAT THE LANDING GEAR WAS EXTENDED TO THE DOWN & LOCKED PSN WHILE THE ACFT WAS IN THE TRAFFIC PATTERN. ALSO, A PLT IN ANOTHER ACFT BEHIND THE PA-44 NOTED THAT THE GEAR WAS EXTENDED. HOWEVER, AS THE ACFT WAS LANDED, IT SETTLED TO THE RWY & SUBSEQUENTLY STOPPED WITH THE GEAR RETRACTED. THE CFI RPRTD THERE WAS NO WARNING HORN OR LIGHTS DURING THE APCH. AFTER THE ACFT WAS RAISED FROM THE RWY, THE WARNING HORN OPERATED NORMALLY. ALSO, THE GEAR OPERATED NORMALLY DURING A RETRACTION TEST.

Brief of Accident (Continued)

File No. - 1162

8/23/89

ST AUGUSTINE, FL

A/C Reg. No. N8517D

Time (Lcl) - 1945 EDT

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

Finding(s)

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADVERTENT RETRACTION OF THE LANDING GEAR, AND THE INSTRUCTOR PILOT'S INADEQUATE SUPERVISION OF THE FLIGHT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1157 8/25/89 JACKSONVILLE, FL A/C Reg. No. N9014N Time (Lcl) - 1000 EDT

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

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

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

Make/Model - HUGHES 269A	Eng Make/Model - LYCOMING H10-360-BIA	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JACKSONVILLE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5500 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 - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 502
	Months Since - 2	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - HU-269A	Make/Model- 502
		Last 30 Days- 5
		Last 90 Days- 14
		Rotorcraft - 502
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER PILOT WAS ON AN AERIAL OBSERVATION FLIGHT & DESCENDED TO ABOUT 50 FT AGL TO SHOW HIS PASSENGER A MONITORING STATION. HE DID NOT SEE TRANSMISSION LINES AHEAD UNTIL A COLLISION WAS EMINENT. HE PULLED UP TO AVOID A SET OF TELEPHONE LINES & SAW POWER LINES DIRECTLY AHEAD. HE ATTEMPTED A QUICK STOP MANEUVER TO AVOID THE POWER LINES, BUT LOST CONTROL OF THE HELICOPTER. IT THEN STRUCK THE GROUND & ROLLED OVER.

Brief of Accident (Continued)

File No. - 1157

8/25/89

JACKSONVILLE, FL

A/C Reg. No. N9014N

Time (Lc1) - 1000 EDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. OBJECT - WIRE, TRANSMISSION
 4. MANEUVER - PERFORMED - PILOT IN COMMAND
 5. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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 VISUAL LOOK-OUT BY THE PILOT AND HIS FAILURE TO MAINTAIN CONTROL OF THE HELICOPTER, WHILE
MANEUVERING TO AVOID OBSTRUCTIONS. THE TRANSMISSION LINES WERE CONSIDERED TO BE FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1185 8/25/89 JACKSONVILLE,FL A/C Reg. No. N738WM Time (Lcl) - 2320 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CRAIG MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 32
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4007/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 725
SE LAND,ME LAND	Months Since - 2	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 75
		Multi-Eng - 70
		Last 24 Hrs - 1
		Last 30 Days- 65
		Last 90 Days- 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING AT NIGHT, THE PLT TAXIED TO THE PARKING RAMP, BUT FOUND THAT THE ACFT'S NORMAL PARKING PLACE WAS OCCUPIED. HE TAXIED TO THE END OF THE ROW & MADE A LEFT TURN TOWARD THE NEXT ROW. DURING THE TURN, THE RIGHT WING STRUCK A LIGHT POLE BESIDE THE RAMP. THE LIGHT ON THE POLE WAS NOT OPERATING. THE PLT RPRTD THAT THE COLOR OF THE POLE WAS DARK & HE DID NOT SEE IT.

Brief of Accident (Continued)

File No. - 1185

8/25/89

JACKSONVILLE, FL

A/C Reg. No. N738WM

Time (Lcl) - 2320 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES, RAMP FACILITIES - NOT OPERATING
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. 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. FACTORS RELATED TO THE ACCIDENT WERE: DARK NIGHT, LIGHT POLE WITH
AN INOPERATIVE LIGHT, AND THE LACK OF VISUAL PERCEPTION CONCERNING THE PILOT'S ABILITY TO SEE THE POLE AT NIGHT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1164 9/03/89 ORLANDO, FL A/C Reg. No. N1072L Time (Lcl) - 1344 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	Pass	0	0	0	0
Accident Occurred During - LANDING	NONE				

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

Make/Model - LAKE LA-4-200	Eng Make/Model - LYCOMING O-360-A1B	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SANFORD, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ORLANDO EXECUTIVE
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5998/ 150
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, FLT ENG	Current - YES	Total - 12000
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 1	Make/Model- 500
	Aircraft Type - B-727	Instrument- 3500
		Multi-Eng - 10000
		Last 24 Hrs - UNK/NR
		Last 30 Days- 51
		Last 90 Days- 150
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE RIGHT MAIN LANDING GEAR COLLAPSED (RETRACTED) ABOUT 300 YARDS DOWN THE RUNWAY & THE AIRPLANE WAS DAMAGED. AN EXAM OF THE AIRPLANE REVEALED NO REASON FOR THE RIGHT MAIN GEAR TO RETRACT.

Brief of Accident (Continued)

File No. - 1164

9/03/89

ORLANDO, FL

A/C Reg. No. N1072L

Time (Lc1) - 1344 EDT

Occurrence #1 MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR - UNDETERMINED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
RETRACTION OF THE RIGHT MAIN LANDING GEAR FOR AN UNKNOWN REASON.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1167 9/10/89 TITUSVILLE, FL A/C Reg. No. N7946P Time (Lcl) - 1305 EDT

-----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 -LANDING			0	0	0
			0	0	2
			0	0	0

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

Make/Model - PIPER PA-24-180	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SPACE CENTER EXECUTIVE
Wind Dir/Speed- 030/004 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6001/ 150
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		
	FORCED LANDING	

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

Pilot-In-Command	Age - 57	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 6000
SE LAND,ME LAND	Months Since - 9	Make/Model- 75
	Aircraft Type - C-172	Instrument- 1000
		Multi-Eng - 3000
		Last 24 Hrs - 5
		Last 30 Days- 40
		Last 90 Days- 120
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE ACFT WAS ON FINAL APCH TO LAND AFTER A BFR FLT, THE ENG LOST POWER DUE TO FUEL STARVATION. DURING A SUBSEQUENT EMERGENCY LANDING, IT COLLIDED WITH TREES SHORT OF THE RWY & WAS DAMAGED. AN INVESTIGATION REVEALED THE ENG LOST POWER WHEN THE RIGHT FUEL TANK EMPTIED & THE LEFT TANK WAS STILL FULL.

Brief of Accident (Continued)

File No. - 1167

9/10/89

TITUSVILLE, FL

A/C Reg. No. N7946P

Time (Lc1) - 1305 EDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

4. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PRIVATE PILOT (DUAL STUDENT) TO ASSURE THE FUEL SELECTOR WAS POSITIONED TO THE PROPER TANK, WHICH
RESULTED IN FUEL STARVATION; AND INADEQUATE SUPERVISION BY THE INSTRUCTOR PILOT (CFI). THE TREES WERE A RELATED
FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1166 10/12/89 MIAMI, FL A/C Reg. No. N181BB Time (Lcl) - 1602 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - BRICKMAN EIPPER MXII
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 700
No. of Seats - 2

Eng Make/Model - ROTAX 345
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 50 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

Itinerary

Last Departure Point
MIAMI, FL
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- 120/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Age - 62
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-152

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

Total	- 366	Last 24 Hrs	- UNK/NR
Make/Model-	87	Last 30 Days-	10
Instrument-	0	Last 90 Days-	25

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLT, THE ENG LOST POWER & WOULD NOT RESTART. THE PLT STARTED TO LAND ON A HIGHWAY, BUT TRAFFIC WAS HEAVY, SO HE ELECTED TO LAND BETWEEN THE HIGHWAY & A NEARBY FENCE. HOWEVER, HE HAD TO MANEUVER TO AVOID LARGE SIGNS BESIDE THE ROADWAY & SUBSEQUENTLY DAMAGED THE ACFT DURING LANDING. AN EXAM REVEALED THAT A PLASTIC IMPULSE LINE ON THE ENG, WHICH OPERATED THE FUEL PUMP DIAPHRAGM, HAD BECOME CRACKED, DISABLING THE FUEL PUMP.

Brief of Accident (Continued)

File No. - 1166

10/12/89

MIAMI, FL

A/C Reg. No. N181BB

Time (Lcl) - 1602 EDT

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

Finding(s)

1. FUEL SYSTEM, LINE - CRACKED
 2. FUEL SYSTEM, PUMP - INOPERATIVE
 3. FLUID, FUEL - STARVATION
-

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

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

Finding(s)

4. OBJECT - VEHICLE
 5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 6. MANEUVER - PERFORMED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
A CRACKED IMPULSE LINE TO THE FUEL PUMP, WHICH RESULTED IN AN INOPERATIVE FUEL PUMP AND FUEL STARVATION.
FACTORS RELATED TO THE ACCIDENT WERE: THE VEHICLES AND HIGH OBSTRUCTIONS IN THE EMERGENCY LANDING AREA,
WHICH NECESSITATED A MANEUVER TO AVOID THEIR COLLISION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1176 10/28/89 WEST PALM BEACH, FL A/C Reg. No. N6359E Time (Lcl) - 1300 EDT

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

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

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

Make/Model - BELL 47G	Eng Make/Model - FRANKLIN 6V-335	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 - 3	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - VRS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	PALM BEACH COUNTY PARK
Wind Dir/Speed- 360/017 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL, CFI	Current - YES	Total - 515
SE LAND	Months Since - 7	Make/Model - 187
HELICOPTER	Aircraft Type - BH-47D1	Instrument - 45
		Last 24 Hrs - UNK/NR
		Last 30 Days - 21
		Last 90 Days - 38
		Rotorcraft - 329

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER MAKING AN APCH FOR LNDG INTO THE WIND, HE FLEW THE HELICOPTER TO A 6 FT HOVER. HE INITIATED A LEFT PEDAL TURN TO A HEADING OF APRX 220 DEG. ON THIS HEADING, THE WIND WAS FROM THE RIGHT REAR. THE PLT RPRTD THERE WAS AN ABRUPT PITCH-DOWN OF THE HELICOPTER'S NOSE. HE APPLIED FULL AFT CYCLIC & COLLECTIVE PITCH, FOLLOWED BY RIGHT PEDAL IN AN ATTEMPT TO TURN THE HELICOPTER INTO THE WIND. SUBSEQUENTLY, THE HELICOPTER HIT THE GROUND WITH THE RIGHT SKID IN A NOSE LOW ATTITUDE & WAS DAMAGED. THE PLT ESTIMATED THE WIND WAS FROM 330 DEG AT 14 GUSTING 25 KTS. ABOUT 8 MI AWAY AT PALM BEACH INTL ARPT, THE WIND WAS FROM 360 DEG AT 17 KTS. THE HELICOPTER HAD BEEN LOADED TO ITS MAXIMUM ALLOWABLE MOMENT ARM.

Brief of Accident (Continued)

File No. - 1176

10/28/89

WEST PALM BEACH, FL

A/C Reg. No. N6359E

Time (Lc1) - 1300 EDT

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

Finding(s)

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

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:
THE PILOT'S INADEQUATE COMPENSATION FOR WIND CONDITIONS. FACTORS RELATED TO THE ACCIDENT WERE: THE
UNFAVORABLE AND GUSTY WIND CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1028 3/11/89 COOLIDGE,GA A/C Reg. No. N1365F Time (Lcl) - 1820 EST

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

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

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

Make/Model	- CESSNA 172G	Eng Make/Model	- CONTINENTAL O-300-D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- UNK/NR	CRYSTAL RIVER,FL	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	ALBANY,GA	
Wind Dir/Speed	- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident
Visibility	- 3.000 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 8000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- SMOKE	- FORCED LANDING	Runway Status
Precipitation	- NONE		- N/A
Condition of Light	- DUSK		

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

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 2706	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 6	Make/Model - 149	Last 30 Days - 36
	Aircraft Type - BE-24R	Instrument - 173	Last 90 Days - 107
		Multi-Eng - 113	Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE LOST PWR DURING A FERRY FLT & A FORCED LDG WAS MADE IN A SOFT FIELD, WHERE THE AIRPLANE NOSED OVER. A POST-CRASH INVESTIGATION REVEALED THAT THE CARBURETOR FUEL-INLET FILTER SCREEN WAS MOSTLY BLOCKED WITH A LINT-LIKE MATERIAL. A MICROSCOPIC EXAM OF THE MATERIAL REVEALED THAT IT APPEARED TO BE CLOTH FIBERS. THE SOURCE OF THE MATERIAL WAS NOT DETERMINED. FURTHER INVESTIGATION REVEALED THAT THE ENGINE HAD EXPERIENCED REPEATED, INTERMITTENT PWR LOSSES OVER THE PREVIOUS WEEK IN SPITE OF REPEATED EFFORTS BY COMPANY MECHANICS TO LOCATE THE SOURCE OF THE PROBLEM. ACCORDING TO THE MECHANICS, CONTAMINATION WAS FOUND IN THE FUEL SYSTEM DURING THOSE EFFORTS; THE FILTERS WERE CLEANED AND THE FUEL SYSTEM WAS FLUSHED. THE INTERMITTENT POWER LOSSES OCCURRED AGAIN. EARLIER ON THIS FLT, THE ENGINE BEGAN TO SURGE & A PRECAUTIONARY LDG WAS MADE. THE MECHANIC ACCOMPANYING THE PLT REPORTEDLY FOUND NO PROBLEMS AND THE FLT WAS CONTINUED. THE ACCIDENT OCCURRED ABOUT 1 HR LATER.

Brief of Accident (Continued)

File No. - 1028

3/11/89

COOLIDGE, GA

A/C Reg. No. N1365F

Time (Lcl) - 1820 EST

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
4. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

5. LIGHT CONDITION - DUSK
6. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FUEL CONTAMINATION OF AN UNKNOWN ORIGIN, FAILURE OF COMPANY MAINTENANCE PERSONNEL TO LOCATE AND REMOVE ALL
CONTAMINATION, CONTINUED OPERATION OF THE AIRCRAFT BY THE PILOT AFTER THE CAUSE OF A KNOWN ENGINE PROBLEM WAS
NOT DETERMINED, AND SUBSEQUENT FUEL STARVATION. THE LIGHT CONDITIONS AT DUSK AND THE SOFT TERRAIN IN THE EMERGENCY
LANDING AREA WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1051 3/22/89 ATLANTA, GA A/C Reg. No. N5004F Time (Lcl) - 1830 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - POSITIONING	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass	0	1	0
Accident Occurred During - LANDING			0	0	0

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 4	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 110/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 11.0 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 - 1400 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 19400
SE LAND, ME LAND	Months Since - 4	Make/Model- 6627
HELICOPTER	Aircraft Type - B206B	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- 34
		Last 90 Days- 101
		Rotorcraft - 13800

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

DRG TAKEOFF FROM A HELIPAD AT DUSK, THE ENG LOST PWR AS THE HELICOPTER WAS CLIMBING THRU APRX 75' AGL. THE PLT INITIATED AN AUTOROTATION TO A PARKING LOT, WHICH REQUIRED THE USE OF COLLECTIVE TO REACH THE LOT. SUBSEQUENTLY, THE HELICOPTER HIT AN ELECTRICAL WIRE OVER THE PARKING LOT, THEN CRASHED. AN EXAM REVEALED THE TURBINE SPUR ADAPTER GEARSHAFT HAD FAILED FROM FATIGUE. ALUMINUM RICH METAL DEBRIS WAS FOUND BLOCKING THE OIL DELIVERY TUBE TO THE GEARSHAFT; THE OIL INLET SCREEN FILTER WAS MISSING; AND THERE WAS EVIDENCE OF OVERHEATING & EXCESSIVE WEAR OF THE GEARSHAFT SPLINES. THE 100 HR INSPN CHECKLIST FOR THE ENG REQUIRED THE REMOVAL & INSPN OF THE ENG OIL SYS FILTER. WITH THE FILTER REMOVED, THERE WAS DIRECT ACCESS TO THE SPUR ADAPTER GEARSHAFT OIL DELIVERY TUBE & THE OIL TUBE CONNECTOR ASSEMBLY CUP FILTER.

Brief of Accident (Continued)

File No. - 1051

3/22/89

ATLANTA, GA

A/C Reg. No. N5004F

Time (Lcl) - 1830 EST

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

Finding(s)

1. LUBRICATING SYSTEM, OIL PORT/PASSAGE, INTERNAL - BLOCKED(PARTIAL)
2. MAINTENANCE, SERVICE OF AIRCRAFT - INATTENTIVE - OTHER MAINTENANCE PSNL
3. FLUID, OIL - STARVATION
4. TURBOSHAFT ENGINE, GAS GENERATOR TURBINE SHAFT - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION

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

Finding(s)

6. LIGHT CONDITION - DUSK
7. OBJECT - WIRE, TRANSMISSION

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FATIGUE FAILURE OF THE ENGINE SPUR ADAPTER GEARSHAFT IN AN AREA WHERE THERE WAS A LACK OF LUBRICATION (OIL STARVATION)
DUE TO A PARTIALLY BLOCKED OIL DELIVERY TUBE. CONTRIBUTING FACTORS WERE: INATTENTIVE MAINTENANCE OR SERVICING OF THE
AIRCRAFT BY UNKNOWN MAINTENANCE PERSONNEL, THE LIGHT CONDITIONS AT DUSK, AND THE ELECTRICAL (TRANSMISSION) WIRE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1040 3/26/89 COVINGTON, GA A/C Reg. No. N55530 Time (Lcl) - 1449 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	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During - TAKEOFF					

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

Make/Model - BOEING A75N1	Eng Make/Model - LYCOMING R-680-B4E	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	
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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COVINGTON MUNI
Wind Dir/Speed- 130/003 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 75
Lowest Sky/Clouds - 25000 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 - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 811
SE LAND, ME LAND	Months Since - 21	Make/Model- 25
	Aircraft Type - BE-76	Instrument- 10
		Multi-Eng - 211
		Last 24 Hrs - 0
		Last 30 Days- 3
		Last 90 Days- 15
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE GRADUALLY BEGAN TO LOSE PWR JUST AFTER TAKEOFF. THE AIRPLANE BEGAN TO DESCEND, AND SUBSEQUENTLY CRASHED INTO TREES NEAR THE END OF THE RWY. A POST-CRASH EXAM OF THE ACFT REVEALED THAT THE CARB HEAT CONTROL WAS IN THE "HOT" POSITION. THE PILOT STATED THAT HE DID NOT USE CARB HEAT DURING THE FLT, OR DURING PRE-FLT RUN-UP. FURTHER EXAM OF THE ACFT AFTER REMOVAL FROM THE CRASH SITE REVEALED IMPACT-RELATED MARKS ON CARB-HEAT CONTROL PUSH-PULL ROD SYSTEM, WHICH INDICATED THAT THE CONTROL WAS IN THE "HOT" POSITION AT THE TIME OF IMPACT. THE CARB HEAT CONTROL WAS NOT READILY VISIBLE TO THE PLT, DUE TO ITS LOCATION. EXAMINATION OF THE ENGINE REVEALED NO EVIDENCE OF ANY PRE-EXISTING MECHANICAL MALFUNCTION OR FAILURE. NO EVIDENCE OF CONTAMINATION WAS FOUND IN THE AIRPLANE FUEL SUPPLY OR SYSTEM. THE AMBIENT AIR TEMP WAS RPRTD TO BE 80 DEG; THE DENSITY ALT WAS ESTIMATED TO BE 2700 FT.

Brief of Accident (Continued)

File No. - 1040

3/26/89

COVINGTON, GA

A/C Reg. No. N55530

Time (Lcl) - 1449 EST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. CARBURETOR HEAT - INADVERTENT USE - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

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

Finding(s)

4. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE PREFLIGHT BY THE PILOT BY INADVERTENTLY ALLOWING THE CARBURETOR HEAT TO BE IN THE "HOT" POSITION FOR
TAKEOFF. THE HIGH DENSITY ALTITUDE AND TREES WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1189 4/22/89 BROOKS,GA A/C Reg. No. N52652 Time (Lc1) - 1530 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 -TAKEOFF					

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

Make/Model - BOEING A75N1	Eng Make/Model - CONTINENTAL R-670-11	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 220 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	BROOK BRIDGE
Wind Dir/Speed- 300/006 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2970/ 150
Lowest Sky/Clouds - 4500 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)
ATP	Current - YES	Total - 11087
SE LAND,ME LAND	Months Since - 1	Make/Model- 50
	Aircraft Type - B-727	Instrument- 730
		Multi-Eng - 10220
		Last 24 Hrs - UNK/NR
		Last 30 Days- 1
		Last 90 Days- 5
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE 2970' RWY (ELEVATION 820') WAS MOSTLY SURROUNDED BY TREES. WITH A TEMP OF ABOUT 81 DEG, THE ESTIMATED DENSITY ALT WAS 2700'. AS THE PLT & PSGR WERE TAXIING TO RWY 2 TO TAKE OFF, THE WIND SOCK, WHICH WAS LOCATED BELOW THE TREE TOPS, WAS NOTED TO BE LIMP. THE PLT RPTD THAT DURING TAKEOFF, LIFT-OFF WAS AT 65 MPH AFTER AN APRX 600' ROLL & A CLIMB WAS ESTABD AT 75 TO 80 MPH. HOWEVER, AS THE ACFT CLIMBED ABV THE TREES, A LEFT DRIFT WAS ENCTR'D & THE ACFT STOPPED CLIMBING, ALTHOUGH THERE WAS NO APPARENT ENG PROBLEM. BY THIS TIME, THERE WAS INSUFFICIENT RWY REMAINING TO ABORT & THE ACFT WAS APCHG TREES NEAR THE END OF THE RWY. THE PLT TRADED AIRSPEED FOR ALT TO CLEAR THE TREES & THEN THE ACFT BEGAN TO MUSH. SUBSEQUENTLY, IT SETTLED INTO SMALLER TREES & CAME TO REST WITH SUBSTANTIAL DMG. THE PLT BELIEVED THE ACFT ENCTR'D A QUARTERING TAILWIND & A DOWNDRAFT AS IT WAS CLIMBING ABV THE TREES DURING TAKEOFF & SUBSEQUENTLY GOT BEHIND THE POWER CURVE.

Brief of Accident (Continued)

File No. - 1189

4/22/89

BROOKS,GA

A/C Reg. No. N52652

Time (Lcl) - 1530 EDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. AIRPORT FACILITIES,WIND DIRECTION INDICATOR - INADEQUATE
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. WEATHER CONDITION - TAILWIND
 5. WEATHER CONDITION - CROSSWIND
 6. WEATHER CONDITION - DOWNDRAFT
 7. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE PILOT. FACTORS RELATED TO THE ACCIDENT WERE: INADEQUATE LOCATION OF THE
WIND SOCK, THE PILOT'S SELECTION OF THE IMPROPER RUNWAY (DIRECTION), THE ADVERSE WIND CONDITIONS, AND THE TREES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1097 6/30/89 ATLANTIC,IA A/C Reg. No. N6131M Time (Lcl) - 1744 CDT

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

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

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

Make/Model - MAULE MX-7	Eng Make/Model - LYCOMING O-360-C1F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 8000 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 ATLANTIC,IA</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 - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1357
SE LAND	Months Since - 1	Make/Model- 64
	Aircraft Type - C-172	Instrument- 137
		Last 24 Hrs - 3
		Last 30 Days- 24
		Last 90 Days- 114

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PUBLIC USE ACFT WAS BEING USED BY THE IOWA STATE HIGHWAY PATROL TO SEARCH FOR A MISSING PERSON. GROUND SEARCHERS IN THE AREA RPRTD THE ACFT WAS FLYING AT AN ALTITUDE OF ABOUT 100 TO 150 FT AGL, WHEN IT WAS OBSERVED TO ENTER A STEEP BANK, APCHG 90 DEG. THE TURN WAS MADE TO CIRCLE BACK & KEEP SIGHT OF SOMEONE BELIEVED TO BE THE MISSING PERSON. WHILE TURNING, THE ACFT SUDDENLY ENTERED A NOSE DOWN ATTITUDE & IMPACTED THE GROUND. A POST-ACDNT INSPN OF THE ACFT DID NOT REVEAL ANY PREIMPACT MECHANICAL FAILURES.

Brief of Accident (Continued)

File No. - 1097

6/30/89

ATLANTIC, IA

A/C Reg. No. N6131M

Time (Lcl) - 1744 CDT

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

Finding(s)

1. MANEUVER - INITIATED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

4. ALTITUDE - INADEQUATE - 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 MAINTAIN ADEQUATE AIRSPEED, WHILE MANEUVERING AT LOW ALTITUDE, WHICH LED TO AN
INADVERTENT STALL AND LOSS OF CONTROL. A CONTRIBUTING FACTOR WAS THE LACK OF ALTITUDE TO RECOVER FROM
A STALL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1064 9/28/89 LEBANON,IL A/C Reg. No. N1165X Time (Lcl) - 0915 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

-----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 - FSS
Method - TELETYPE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
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
QUINCY,IL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - 19
Runway Lth/Wid - 1900/ 75
Runway Surface - GRASS/TURF
Runway Status - WET

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

Pilot-In-Command

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-32

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

Total	- 94	Last 24 Hrs	- 1
Make/Model-	86	Last 30 Days-	28
Instrument-	UNK/NR	Last 90 Days-	62
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AS THE PLT WAS LANDING AT A PRIVATE RESTRICTED LANDING AREA, THE ACFT TOUCHED DOWN LONG & CONTINUED OFF THE DEPARTURE END OF THE LANDING AREA. SUBSEQUENTLY, THE ACFT HIT A BUMP AS IT LEFT THE END OF THE RWY & THE NOSE GEAR WAS FOLDED BACK. THE PLT RPRTD THAT HE THOUGHT THE AVIALABLE RWY WAS MUCH LONGER. ALSO, HE STATED THAT THE BRAKING ACTION WAS ALMOST NON-EXISTENT ON THE WET GRASS & DOWNHILL SLOPE.

Brief of Accident (Continued)

File No. - 1064

9/28/89

LEBANON,IL

A/C Reg. No. N1165X

Time (Lcl) - 0915 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DOWNHILL
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - GRASS
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET

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

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN
8. LANDING GEAR,NOSE GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO USE ALL AVAILABLE RUNWAY AND HIS MISJUDGEMENT OF THE AVAILABLE DISTANCE (RUNWAY LENGTH) FOR
LANDING. CONTRIBUTING FACTORS WERE: INADEQUATE PREFLIGHT PLANNING/PREPARATION, AND THE RUNWAY AND TERRAIN CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1118 10/16/89 NEW LENOX,IL A/C Reg. No. N4269F Time (Lcl) - 1100 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	2

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

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

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

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

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

Weather Data

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

Basic Weather - VMC
Wind Dir/Speed- 030/018 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 1300 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NEW LENOX,IL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

NEW LENOX-HOWELL
Runway Ident - 31
Runway Lth/Wid - 3000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 47
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 420	Last 24 Hrs - 1
Make/Model-	360	Last 30 Days- 4
Instrument-	UNK/NR	Last 90 Days- 8
Multi-Eng -	UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A LOCAL FLIGHT (ABOUT 15 MIN), THE PLT & PASSENGERS RETURNED TO THE ARPT & LANDED WITH A X-WIND ON THE SAME RWY. DURING THE LANDING, THE LEFT WING TIP STRUCK THE GROUND & WAS DAMAGED. THE PLT RPRTD THAT WHEN HE DEPARTED, THE WIND WAS "RIGHT DOWN THE RUNWAY." HE DID NOT CONSIDER THAT THE WIND WOULD HAVE SHIFTED TO A X-WIND BY THE TIME THEY HAD RETURNED. ANOTHER RWY (5/23) WAS AVAILABLE AT THE ARPT.

Brief of Accident (Continued)

File No. - 1118

10/16/89

NEW LENOX,IL

A/C Reg. No. N4269F

Time (Lcl) - 1100 CDT

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

Finding(s)

1. WIND INFORMATION - NOT ATTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. AIRCRAFT CONTROL - NOT MAINTAINED - 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 ATTAIN WIND INFORMATION, WHICH RESULTED IN HIS SELECTION OF AN UNFAVORABLE (WRONG) RUNWAY.
A FACTOR RELATED TO THE ACCIDENT WAS: THE CROSSWIND CONDITION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1111 10/21/89 LINCOLN, IL

A/C Reg. No. N9487T

Time (Lcl) - 0944 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

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

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MORRIS, IL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LOGAN COUNTY
Runway Ident - 32
Runway Lth/Wid - 2700/ 200
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - PA-38

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

Total	-	206	Last 24 Hrs	-	3
Make/Model-	25	Last 30 Days-	4		
Instrument-	7	Last 90 Days-	25		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED AT AN ARPT THAT WAS CLOSED FOR CONSTRUCTION WHEN HIS ACFT WAS LOW ON FUEL. HE REFUELED, BUT ONLY HAD ABOUT 1200 FT OF AVAILABLE RWY FOR TAKEOFF. THE SOD RWY WAS WET & THE GRASS WAS RPRTD TO BE "LONG." THE PLT RPRTD THAT AFTER TAKEOFF, THE ACFT WOULD NOT CLIMB. HE SAID THAT HE TURNED RIGHT & LANDED TO AVOID OBSTRUCTIONS, (TREES & HOUSES), BUT THE ACFT HIT 2 HOUSES BEFORE STOPPING.

Brief of Accident (Continued)

File No. - 1111

10/21/89

LINCOLN,IL

A/C Reg. No. N9487T

Time (Lcl) - 0944 CDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
 3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
 4. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 7. OBJECT - LOOSE OBJECTS
-

----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 ATTAIN SUFFICIENT AIRSPEED. FACTORS RELATED
TO THE ACCIDENT WERE: THE RUNWAY CONDITION & OBSTRUCTIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1094 10/22/89 MASCOUTAH, IL A/C Reg. No. N100MH Time (Lcl) - 1553 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
					1

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

Make/Model - DE HAVILLAND DH82A	Eng Make/Model - ROLLS ROYCE GIPSY MAJOR	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1825	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 130 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WASHINGTON, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CARMI, IL	
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 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 - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 24000
SE LAND, ME LAND	Months Since - 3	Make/Model- 40
GLIDER	Aircraft Type - J-3	Instrument- 5000
		Multi-Eng - 19000
		Last 24 Hrs - 6
		Last 30 Days- 6
		Last 90 Days- 10
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DRG FLT, A SEVERE ENG VIBRATION DEVELOPED, SO HE ELECTED TO MAKE AN EMERGENCY LANDING. HE SELECTED WHAT HE BELIEVED WAS THE BEST FIELD; HOWEVER, DRG THE LANDING, THE ACFT ENCOUNTERED SOFT/UNEVEN TERRAIN & NOSED OVER. AN INSPECTION OF THE ENG FAILED TO REVEAL THE EXACT NATURE OF THE PROBLEM. THE ONLY ENG PROBLEM, THAT WAS VERIFIED, WAS LOW COMPRESSION IN THE #4 CYLINDER.

Brief of Accident (Continued)

File No. - 1094

10/22/89

MASCOUTAH, IL

A/C Reg. No. N100MH

Time (Lcl) - 1553 CDT

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

Finding(s)

1. POWERPLANT - UNDETERMINED
2. POWERPLANT - VIBRATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - ROUGH/UNEVEN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
AN UNDETERMINED POWERPLANT PROBLEM, WHICH RESULTED IN A SEVERE VIBRATION. THE SOFT/UNEVEN TERRAIN WAS CONSIDERED
TO BE A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1095 10/29/89 LANSING, IL A/C Reg. No. N1316U Time (Lcl) - 1445 CST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	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- 190/012 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 12000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</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 - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>LANSING MUNI</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 17</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 140</p> <p>Make/Model- 61</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 1</p> <p>Last 90 Days- 5</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INTENDED TO LAND ON THE NEWLY EXTENDED RWY (RWY 27). THE WIND WAS RPRTD TO BE FROM 190 DEG AT 12 KTS. AS THE PLT WAS MAKING A LEFT TURN TO FINAL APCH, HE OVERSHOT THE TURN DUE TO THE X-WIND & INADVERTENTLY ALIGNED THE ACFT WITH THE TAXIWAY (TWY), WHICH WAS UNDER CONSTRUCTION TO BE LENGTHENED ALSO. AS THE PLT WAS FLARING TO LAND, HE REALIZED HE WAS ALIGNED WITH THE TAXIWAY. AT ABOUT THAT TIME, THE ACFT ENCOUNTERED A GUST & TOUCHED DOWN. THE PLT ELECTED TO CONTINUE THE LANDING. DRG THE LANDING, THE ACFT STRUCK A SERIES OF STEEL MARKER POLES (12 TO 24 INCHES HIGH), WHICH RESULTED IN ACFT DAMAGE.

Brief of Accident (Continued)

File No. - 1095

10/29/89

LANSING, IL

A/C Reg. No. N1316U

Time (Lcl) - 1445 CST

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

Finding(s)

1. OBJECT - POLE
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S INADVERTENT SELECTION OF UNSUITABLE TERRAIN (TAXIWAY/CONSTRUCTION AREA). THE STEEL MARKER POLES
CONTRIBUTED TO THE AIRCRAFT DAMAGE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1127 12/02/89 SAVOY,IL

A/C Reg. No. N3783L

Time (Lcl) - 1150 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 172G
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/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed - 300/030 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
ABILENE,KS
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WILLARD ARPT
Runway Ident - 32
Runway Lth/Wid - 8100/ 150
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 - 2
Aircraft Type - C-182

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

Total	- 1047	Last 24 Hrs	- 1
Make/Model	- 35	Last 30 Days	- 28
Instrument	- 33	Last 90 Days	- 51

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING FROM THE RUNWAY TO THE PARKING AREA AFTER LANDING IN STRONG, GUSTY WINDS, A WIND GUST LIFTED THE LEFT WING AND PUSHED THE AIRCRAFT OVER, INVERTED. WIND AT THE AIRPORT WAS REPORTED TO BE FROM 300 DEGREES AT 30 KNOTS, WITH GUSTS TO 40 KNOTS. THE PILOT HAD RECEIVED A PRELFLIGHT WEATHER BRIEFING AND HAD OBTAINED WEATHER UPDATES & EN ROUTE ADVISORIES THROUGHOUT THE CROSS COUNTRY FLIGHT. ALL WEATHER SERVICES REPORTED HIGH SURFACE WINDS, INCREASING IN STRENGTH DURING THE DAY WITH GUSTS.

Brief of Accident (Continued)

File No. - 1127

12/02/89

SAVOY,IL

A/C Reg. No. N3783L

Time (Lc1) - 1150 CST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - GUSTS
 4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE PILOT, WHICH RESULTED IN HIS INABILITY TO MAINTAIN CONTROL OF THE
AIRCRAFT. A FACTOR RELATED TO THE ACCIDENT WAS: THE ADVERSE WIND CONDITION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1068 6/22/89 INDIANAPOLIS, IN A/C Reg. No. N13652 Time (Lcl) - 1430 EDT

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

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

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

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	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	INDIANAPOLIS, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PAOLI, IN	
Wind Dir/Speed- 200/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 50
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 20
		Last 90 Days- 50
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS 1ST SOLO X-COUNTRY FLT. SHORTLY AFTER LEVELING ON THE 2ND LEG OF THE FLT, THE ENG LOST POWER & WOULD NOT RESTART. AS THE STUDENT WAS MANEUVERING TO LAND IN A FIELD, THE ACFT'S LEFT WING STRUCK A TREETOP, THEN THE ACFT CRASHED TO THE GROUND. AN INVESTIGATION REVEALED THAT THE FUEL SYSTEM WAS CONTAMINATED WITH DEBRIS FROM THE DETERIORATING CARBURETOR ACCELERATOR PUMP. A FUEL SAMPLE WAS TAKEN FOR AN ANALYSIS, WHICH REVEALED THE FUEL WAS A MIXTURE OF AVGAS & AUTOMOTIVE GASOLINE.

Brief of Accident (Continued)

File No. - 1068

6/22/89

INDIANAPOLIS, IN

A/C Reg. No. N13652

Time (Lcl) - 1430 EDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - DETERIORATED
2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER -
3. FLUID, FUEL - CONTAMINATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FUEL CONTAMINATION FROM A DETERIORATING PART IN THE CARBURETOR. THE TREES AND IMPROPER MAINTENANCE/SERVICING OF
THE AIRCRAFT WERE PROBABLE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1024 7/17/89 NEW CASTLE, IN A/C Reg. No. N5158D Time (Lcl) - 1920 CDT

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

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

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

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

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

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	- 18
Visibility	Type of Flight Plan	- 1200/ 18
Lowest Sky/Clouds	Type of Clearance	- GRASS/TURF
Lowest Ceiling	Type Apch/Lndg	- DRY
Obstructions to Vision		
Precipitation		
Condition of Light		

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

Pilot-In-Command	Age - 67	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
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-----

DURING AN ABORTED TAKEOFF, THE ACFT VEERED OFF THE RGT SIDE OF THE 1200 X 18 FT GRASS STRIP & WENT INTO A DITCH. THE PLT RPTD THAT HE ABORTED THE TAKEOFF BECAUSE HE THOUGHT HE HEARD THE ENG "SPUTTER." NO PREIMPACT MALFUNCTION OF THE ENGINE WAS FOUND. DUE TO HEART PROBLEMS & DIABETES, THE 67 YR OLD PLT HAD NOT BEEN ISSUED A MED CERT SINCE 1977. THE LAST ENTRY IN HIS LOGBOOK WAS IN 1959. AT THAT TIME, HE HAD LOGGED 800 HRS OF FLT TIME. SHORTLY AFTER THE ACDNT, HE SUFFERED A SERIES OF STROKES, WHICH PREVENTED HIM FROM BEING INTERVIEWED.

Brief of Accident (Continued)

File No. - 1024

7/17/89

NEW CASTLE, IN

A/C Reg. No. N5158D

Time (Lc1) - 1920 CDT

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - DITCH
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO MAINTIAN DIRECTIONAL DURING THE ABORTED TAKEOFF, WHICH RESULTED IN AN INADVERTENT GROUND
SWERVE. THE DITCH WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1055 8/24/89 AUBURN, IN A/C Reg. No. N30806 Time (Lcl) - 1815 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

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

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

Eng Make/Model - LYCOMING O-360-A1F6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 090/011 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 2800 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FT WAYNE, IN
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

DEKALB COUNTY
Runway Ident - 09
Runway Lth/Wid - 3650/ 70
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 - 9
Aircraft Type - C-177B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 119
Make/Model- 18
Instrument- 4
Last 24 Hrs - UNK/NR
Last 30 Days- 3
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPTD THAT DRG A PROFICIENCY FLT, HE ELECTED TO PRACTICE A "SHORT FIELD" LANDING. JUST BEFORE TOUCHDOWN, HE REALIZED THE ACFT WAS "LOW AND SLOW." SUBSEQUENTLY, THE ACFT TOUCHED DOWN SHORT OF THE THRESHOLD. IT CONTINUED ONTO THE RWY, BUT VEERED OFF THE LEFT SIDE AFTER TRAVELING ABOUT 50 FT FROM THE APCH END. IT THEN CONTINUED INTO TALL GRASS & BRUSH, WHERE IT WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1055

8/24/89

AUBURN, IN

A/C Reg. No. N30806

Time (Lcl) - 1815 EDT

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

Finding(s)

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

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

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - HIGH VEGETATION

-----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 DURING THE LANDING, WHICH RESULTED IN A GROUND SWERVE.
CONTRIBUTING FACTORS WERE: THE PILOT'S MISJUDGEMENT OF DISTANCE, SPEED, AND ALTITUDE ON FINAL APPROACH AND
HIGH VEGETATION (TALL GRASS & BRUSH) BESIDE THE RUNWAY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1124 10/29/89 PLYMOUTH, IN A/C Reg. No. N500CD Time (Lcl) - 0805 EST

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

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

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

Make/Model	- BELL 47G-2A-1	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	- 2	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	PLYMOUTH, IN			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		PLYMOUTH MUNI	
Wind Dir/Speed	- CALM			Runway Ident	- UNK/NR
Visibility	- 5.0 SM	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- UNK/NR
Obstructions to Vision	- HAZE	Type Apch/Lndg	- FULL STOP		
Precipitation	- NONE		SIMULATED FORCED LANDING		
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)	
ATP, CFI	Current - YES	Total - 5934	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 8	Make/Model - 200	Last 30 Days - 2
HELICOPTER	Aircraft Type - C-172	Instrument - 400	Last 90 Days - 4
		Multi-Eng - 2481	Rotorcraft - 1380

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A BIENNIAL FLT REVIEW (BFR) FOR THE LEFT SEAT PLT, SVRL PRACTICE AUTOROTATIONS WERE PERFORMED. THE CFI (RIGHT SEAT PLT) RPRTD THAT THE BFR WAS PROGRESSING VERY WELL UNTIL THE HELICOPTER TOUCHED DOWN ON A SOD TAXIWAY AFTER THE FINAL AUTOROTATION. HE RPRTD THE TOUCHDOWN WAS SOFT, BUT IMMEDIATELY AFTER TOUCHDOWN, AFT CYCLIC WAS APPLIED . . ." THE MAIN ROTOR BLADES CAME IN CONTACT WITH THE TAIL BOOM & SEVERED IT. THE CFI RPRTD THE ACCIDENT WAS UNEXPECTED & OCCURRED SO QUICKLY THAT HE WAS UNABLE TO INTERVENE. THE BFR PLT HAD A TOTAL FLT TIME OF 344 HRS WITH 310 HRS IN THIS MAKE & MODEL. THE CFI STATED THE WX WAS CLEAR WITH CALM WINDS.

Brief of Accident (Continued)

File No. - 1124

10/29/89

PLYMOUTH, IN

A/C Reg. No. N500CD

Time (Lc1) - 0805 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation LANDING

Finding(s)

1. AUTOROTATION - PERFORMED - DUAL STUDENT
 2. CYCLIC - IMPROPER USE OF - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE STUDENT'S IMPROPER USE OF THE CYCLIC CONTROL AND THE INSTRUCTOR'S (CFI'S) INADEQUATE SUPERVISION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1199 11/20/89 KOKOMO, IN A/C Reg. No. N757UV Time (Lcl) - 0930 EST

-----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 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 SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data KOKOMO-GLENDALE
Completeness - N/A		Runway Ident - 18
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2048/ 110
Wind Dir/Speed- 280/019 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 25000 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE		
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)
STUDENT	Current - N/A	Total - 17
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 17
		Last 30 Days- 7
		Instrument- UNK/NR
		Last 90 Days- 17
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PREPARING FOR HIS 4TH SOLO FLT TO PRACTICE TAKEOFFS & LNDGS, THE STUDENT PLT NOTED A WIND FROM THE SW. DURING THE ROLL-OUT FROM HIS 2ND LANDING ON RWY 18, THE ACFT ENCTR'D A GUST OF WIND FROM THE RIGHT & BECAME AIRBORNE. THE STUDENT TRIED TO CORRECT THE SITUATION, BUT THE ACFT TOUCHED DOWN HARD & THE NOSE GEAR DUG INTO THE TURF RWY & COLLAPSED. ABOUT 14 MI NORTH AT GRISSOM AFB, THE 0955 EST WIND WAS FROM 280 DEG AT 19 GUSTING 24 KTS. THE STUDENT'S INSTRUCTOR PLT (CFI) STATED "IT WAS TOO WINDY FOR (THE) STUDENT. THE CFI ALSO RPRTD THAT HE DID NOT KNOW THE STUDENT HAD INITIATED THE SOLO FLT BECAUSE HE (THE CFI) WAS FLYING WITH ANOTHER STUDENT. THE CFI HAD NOT ENTERED ANY WIND RESTRICTIONS IN THE STUDENT PLT'S LOG BOOK, THOUGH HE NOTED THE STUDENT SHOULD NOT HAVE TAKEN OFF WITH MORE THAN A 10 MPH WIND OR A 5 MPH X-WIND.

Brief of Accident (Continued)

File No. - 1199

11/20/89

KOKOMO, IN

A/C Reg. No. N757UV

Time (Lcl) - 0930 EST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING

Finding(s)

1. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
 2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. WEATHER CONDITION - GUSTS
 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE STUDENT PILOT'S INADEQUATE COMPENSATION FOR WIND CONDITIONS. FACTORS RELATED TO THE ACCIDENT WERE:
INADEQUATE SUPERVISION BY THE STUDENT'S FLIGHT INSTRUCTOR (CFI), THE STUDENT'S FAILURE TO OBTAIN WEATHER
INFORMATION (USE A PREFLIGHT BRIEFING SERVICE) BEFORE THE FLIGHT, AND THE ADVERSE WIND CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1100 5/20/89 RUSSELLVILLE,KY A/C Reg. No. N6863Q Time (Lcl) - 0037 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
0

Injuries
Serious
0
0

Minor
0
0

None
0
0

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

Make/Model - BEECH S35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 310/010 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1500 FT OVERCAST
Obstructions to Vision- UNK/NR
Precipitation - RAIN SHOWERS
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SANFORD,FL
Destination
ST LOUIS,MO

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND

Age - 22

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	370	Last 24 Hrs	-	5
Make/Model	-	54	Last 30 Days	-	57
Instrument	-	84	Last 90 Days	-	100
Multi-Eng	-	56			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LOST CTL OF THE ACFT AFTER FLYING INTO A LEVEL-3 THUNDERSTORM AT 8000' MSL. RADAR DATA REVEALED THE ACFT WENT INTO A STEEP, DESCENDING, LEFT TURN SHORTLY AFTER TURNING TO EXIT THE STORM. A POST-ACDNT EXAM OF THE ACFT REVEALED NO EVIDENCE OF ANY PREIMPACT MECHANICAL MALFUNCTION OR FAILURE. THE PLT HAD RCVD BOTH PRE-FLT & IN-FLT ADVISORIES ABOUT CONVECTIVE SIGMETs THAT APPLIED TO HIS INTENDED ROUTE OF FLT. HIS PRE-FLT WX BRIEFING INDCD THE WX WAS EXPECTED TO MOVE OUT OF THE AREA BY THE TIME HE PASSED THRU. DRG THE FLT, THE PLT DID NOT CONTACT FLT SVC & RELIED ON ATC FOR WX INFO. BEFORE ENTERING THE STORM, HE RPRTD TO ATC THAT HE SAW "QUITE A BIT" OF LIGHTNING ACTIVITY AHEAD. ATC LATER ADVISED HIM OF A BAND OF "PRETTY THICK" WX AHEAD. THE PLT MADE NO REQUESTS FOR VECTORS AROUND THE WX UNTIL AFTER HE HAD ENTERED THE STORM.

Brief of Accident (Continued)

File No. - 1100

5/20/89

RUSSELLVILLE, KY

A/C Reg. No. N6863Q

Time (Lcl) - 0037 CDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT
6. WEATHER CONDITION - THUNDERSTORM, LEVEL III
7. WEATHER CONDITION - RAIN
8. WEATHER CONDITION - LIGHTNING
9. WEATHER CONDITION - DOWNDRAFT

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

Finding(s)

10. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE PILOT, HIS CONTINUED FLIGHT INTO AN AREA OF KNOWN ADVERSE WEATHER, AND HIS FAILURE TO MAINTAIN CONTROL OF THE AIRCRAFT. CONTRIBUTING FACTORS WERE: THE DARK NIGHT, THE ADVERSE WEATHER CONDITIONS, AND THE PILOT'S OVERCONFIDENCE IN HIMSELF AND HIS AIRCRAFT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1074 10/25/89 VINE GROVE, KY A/C Reg. No. N2662Q Time (Lcl) - 1815 EDT

-----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 -LANDING			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 Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point PADUCAH, KY Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - VFR Type of Clearance - VFR Type Apch/Lndg - TRAFFIC PATTERN FORCED LANDING	Airport Proximity ON AIRPORT Airport Data VINE GROVE Runway Ident - 29 Runway Lth/Wid - 1900/ 60 Runway Surface - GRASS/TURF Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 33 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 33 Make/Model- 33 Instrument- UNK/NR Multi-Eng - 0 Last 24 Hrs - 5 Last 30 Days- 6 Last 90 Days- 20 Rotorcraft - 0
---------------------------------------------------------	--------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG LOST POWER AS THE STUDENT PLT WAS ENTERING A DOWNWIND TO LAND AFTER COMPLETING A SOLO X-COUNTRY FLT. HE MANEUVERED TO LAND ON RWY 29 WHICH WAS 1900' LONG. HOWEVER, THE ACFT LANDED ABOUT 3/4 OF THE WAY DOWN THE RWY WITH NO FLAPS. SUBSEQUENTLY, IT CONTINUED OFF THE DEPARTURE END OF THE RWY & HIT A PARKED AIRPLANE. AN EXAM OF THE ACFT REVEALED IT WAS EMPTY OF USABLE FUEL & THE FUEL GAUGES INDCD THE TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 1074

10/25/89

VINE GROVE, KY

A/C Reg. No. N2662Q

Time (Lcl) - 1815 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

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

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

Finding(s)

4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - AIRCRAFT PARKED
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE PREFLIGHT PLANNING/PREPARATION BY THE STUDENT PILOT, WHICH LED TO FUEL EXHAUSTION DUE TO AN INADEQUATE
SUPPLY OF FUEL. THE PILOT'S FAILURE TO ATTAIN THE PROPER TOUCHDOWN POINT DURING THE LANDING AND THE PARKED AIRPLANE
WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1134 6/06/89 VILLE PLATTE, LA A/C Reg. No. N6693Q Time (Lcl) - 1000 CDT

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

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

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

Make/Model - GRUMMAN/SCHWEIZER G-164B	Eng Make/Model - P&W R-985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 160/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1700 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 16000 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 - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 13000
SE LAND	Months Since - 16	Make/Model- 2500
	Aircraft Type - AA-5	Instrument- 10
		Multi-Eng - 0
		Last 24 Hrs - 3
		Last 30 Days- 25
		Last 90 Days- 75
		Rotorcraft - 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS RETURNING TO THE LANDING STRIP WHEN THE ENG LOST POWER & WOULD NOT RESTART. DURING AN EMERGENCY LANDING, THE ACFT HIT A DITCH THAT WAS HIDDEN BY TALL GRASS, THEN NOSED OVER. AN EXAM OF THE CARBURETOR REVEALED THREE CRACKS IN THE FLOAT AND WEAR OF THE SHAFT, BUSHINGS, MIXTURE CONTROL FLANGE & FLOAT NEEDLE.

Brief of Accident (Continued)

File No. - 1134

6/06/89

VILLE PLATTE, LA

A/C Reg. No. N6693Q

Time (Lc1) - 1000 CDT

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR - WORN
 2. FUEL SYSTEM,CARBURETOR FLOAT - CRACKED
-

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 - HIDDEN OBSTRUCTION(S)
 4. TERRAIN CONDITION - HIGH VEGETATION
 5. TERRAIN CONDITION - DITCH
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
WEAR AND/OR FAILURE OF THE CARBURETOR/FLOAT. FACTORS RELATED TO THE ACCIDENT WERE: THE TERRAIN CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1072 6/24/89 MARKSVILLE, LA A/C Reg. No. N5486R Time (Lcl) - 1100 CDT

-----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 A185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point WINNSBORO, LA	
Method - N/A	Destination SAME AS ACC/INC	Airport Data PVT STRIP
Completeness - N/A		Runway Ident - UNK/NR
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- 100/006 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 25000 FT SCATTERED	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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1900
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- 150
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DRG THE LANDING, THE ACFT STARTED DRIFTING TO THE RIGHT & HE APPLIED LEFT BRAKE WITHOUT GETTING A RESPONSE. SUBSEQUENTLY, THE ACFT GROUND LOOPED TO THE RIGHT, THE LEFT MAIN GEAR COLLAPSED & THE ACFT NOSED OVER. AN EXAM REVEALED THE LEFT BRAKE LINE HAD FAILED, BUT THE FAILURE APPEARED TO BE FROM OVERSTRESS WHICH OCCURRED DRG THE GEAR COLLAPSE.

Brief of Accident (Continued)

File No. - 1072

6/24/89

MARKSVILLE, LA

A/C Reg. No. N5486R

Time (Lc1) - 1100 CDT

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 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 DURING THE LANDING ROLL, WHICH RESULTED IN AN INADVERTENT
GROUND LOOP AND A SUBSEQUENT NOSE OVER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1147 8/05/89 BATON ROUGE, LA A/C Reg. No. N27113 Time (Lcl) - 1745 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -CONTEST	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 - THE BALLOON WORKS FIREFLY 6B	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1050	Engine Type - N/A		
No. of Seats - UNK/NR	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 280/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7730
SE LAND, ME LAND	Months Since - 16	Make/Model- 180
HELICOPTER ,FREE BALLOON	Aircraft Type - AX-6	Inst. ant- UNK/NR
		Multi-Lng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS PARTICIPATING IN THE U.S. NATIONAL HOT AIR BALLOON CHAMPIONSHIP. VIDEO TAPES SHOWED THAT AT AN UNDETERMINED ALT AFTER TAKEOFF, THE BALLOON'S RATE OF ASCENT INCREASED SUBSTANTIALY. SUBSEQUENTLY, AT ABOUT 3000 FT AGL, FABRIC WAS OBSERVED TO BEGIN FLAPPING & THE BALLOON ENTERED A RAPID DESCENT WITH THE BURNER OPERATING. IT THEN IMPACTED IN AN UNCONTROLLED DESCENT. AN EXAM OF THE BALLOON REVEALED EVIDENCE OF OVERHEATING OF THE FABRIC. THERE WAS EVIDENCE THAT OVERHEATING HAD OCCURRED OVER A LONG PERIOD OF TIME. THE REQUIRED TEMP GAGE, WHICH SHOULD HAVE BEEN MOUNTED IN THE TOP OF THE GONDOLA, WAS NOT FOUND.

Brief of Accident (Continued)

File No. - 1147

8/05/89

BATON ROUGE, LA

A/C Reg. No. N27113

Time (Lc1) - 1745 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CLIMB

Finding(s)

1. BALLOON EQUIPMENT, ENVELOPE - PREVIOUS DAMAGE
 2. MAINTENANCE - INADEQUATE - PILOT IN COMMAND
 3. BALLOON EQUIPMENT, ENVELOPE - FAILURE, PARTIAL
 4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - 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 EXCEEDED THE TEMPERATURE LIMITATIONS OF THE BALLOON DURING THE CLIMB, WHICH RESULTED IN FAILURE
OF THE FRABRIC. FACTORS RELATED TO THE ACCIDENT WERE: THE PREVIOUS HEAT DAMAGE TO THE FRABRIC, AND THE
LACK OF MAINTENANCE BY THE PILOT/OWNER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1183 8/22/89 RAYVILLE, LA A/C Reg. No. N90463 Time (Lc1) - 0710 CDT

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

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

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

Make/Model - BELL 47G-3B-1	Eng Make/Model - LYCOMING TVO-435-R1A	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 270 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	AG STRIP
Wind Dir/Speed- 070/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7179
SE LAND	Months Since - 4	Make/Model- 420
HELICOPTER	Aircraft Type - BH-47	Instrument- 0
		Multi-Eng - 0
		Last 24 Hrs - 6
		Last 30 Days- 190
		Last 90 Days- 300
		Rotorcraft - 420

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT AFTER LOADING FOR AN AERIAL APPLICATION FLT, HE "BROUGHT THE HELICOPTER TO A HOVER TO CHECK EVERYTHING," THEN CONTD THE TAKEOFF. HE STATED THAT AFTER LIFT-OFF, HE "DID NOT HAVE SUFFICIENT POWER" & "TRIED TO REGAIN R.P.M. BUT WAS UNABLE." THE HELICOPTER THEN MOVED FORWARD INTO A 4' HIGH COTTON CROP & TOUCHED DOWN. THE PLT RPRTD THAT DURING TOUCHDOWN, HE APPLIED AFT CYCLIC TO KEEP THE HELICOPTER FROM ROCKING FORWARD. ACCORDING TO HIM THE TAIL ROTOR HIT THE GROUND, CAUSING IT TO FAIL & DAMAGE THE MAIN ROTOR. AN FAA INVESTIGATOR RPRTD THAT THE TAIL BOOM WAS CUT OFF & THE TAIL ROTOR BLADES WERE DESTROYED.

Brief of Accident (Continued)

File No. - 1183

8/22/89

RAYVILLE, LA

A/C Reg. No. N90463

Time (Lc1) - 0710 CDT

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

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
2. CLIMB - NOT POSSIBLE -
3. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO MAINTAIN SUFFICIENT ROTOR RPM. A FACTOR RELATED TO THE ACCIDENT WAS: THE COTTON CROP.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1182

8/26/89

JONESBORO, LA

A/C Reg. No. N7872Z

Time (Lcl) - 1000 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

2

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - CESSNA 150C

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 - 1500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/005 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SHREVEPORT, LA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

JONESBORO

Runway Ident - 17

Runway Lth/Wid - 3200/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Age - 50

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - UNK/NR

Total - 200

Last 24 Hrs - UNK/NR

SE LAND

Months Since - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT (PIC) WAS IN THE LEFT SEAT, FLYING THE AIRPLANE, & THE STUDENT PILOT/OWNER WAS IN THE RIGHT SEAT. AT TOUCHDOWN, THE AIRPLANE BOUNCED, TOUCHED DOWN AGAIN & STARTED A DEVIATION TO THE RIGHT. AFTER LEAVING THE RUNWAY, IT TRAVELED 630 FEET, ROLLING & FLYING. SUBSEQUENTLY, IT IMPACTED A TREE & CAME TO REST WITH DAMAGE.

Brief of Accident (Continued)

File No. - 1182

8/26/89

JONESBORO, LA

A/C Reg. No. N7872Z

Time (Lcl) - 1000 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

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. PORPOISE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER FLARE, IMPROPER RECOVERY FROM A BOUNCED LANDING, AND FAILURE TO MAINTAIN DIRECTIONAL
CONTROL, WHICH RESULTED IN A PORPOISE OFF THE SIDE OF THE RUNWAY. THE TREE WAS A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1159 9/08/89 FRANKLIN, LA A/C Reg. No. N7498 Time (Lcl) - 1600 CDT

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

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

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

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R-1340-AN-1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- LIGHT AND VARIABLE	ATC/Airspace
Visibility	- 9.0 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	- FORCED LANDING

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

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5034	Last 24 Hrs - 8
SE LAND	Months Since - 2	Make/Model - 328	Last 30 Days - 40
	Aircraft Type - C-182	Instrument - 11	Last 90 Days - 375
		Multi-Eng - 0	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AG PILOT HAD JUST FINISHED SPRAYING A LOAD OF CHEMICALS & WAS IN A TURN TO LOOK AT THE NEXT FIELD TO BE SPRAYED, WHEN THE AIRPLANE STARTED TO VIBRATE VIOLENTLY. HE REDUCED POWER & TURNED TO LINE UP WITH A TURNROW FOR A FORCED LANDING. AFTER TOUCHDOWN, THE ACFT ROLLED ABOUT 300 YARDS ON SOFT TERRAIN, THEN NOSED OVER AS THE PLT APPLIED BRAKES TO AVOID A DITCH. A INVESTIGATION REVEALED THAT 13 INCHES OF ONE PROPELLER BLADE WAS MISSING. A EXAM OF THE FRACTURE SURFACE SHOWED INDICATIONS OF A PRE-EXISTING CRACK ON THE LEADING EDGE OF THE BLADE.

Brief of Accident (Continued)

File No. - 1159

9/08/89

FRANKLIN, LA

A/C Reg. No. N7498

Time (Lcl) - 1600 CDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FATIGUE FAILURE OF THE PROPELLER BLADE, WHICH RESULTED IN SEPARATION OF THE BLADE'S TIP AND SEVERE ENGINE
VIBRATION. THE SOFT TERRAIN WAS A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1184 10/24/89 THIBODAUX, LA A/C Reg. No. N4973B Time (Lcl) - 1418 CDT

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

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

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

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 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 AIRSTRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	THIBODAUX MUNI
Wind Dir/Speed	- 060/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 08
Lowest Sky/Clouds	- CLEAR	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- NONE	- 3000/ 75
Obstructions to Vision	- NONE	Type of Clearance	- ASPHALT
Precipitation	- NONE	Type Apch/Lndg	- DRY
Condition of Light	- DAYLIGHT	- TRAFFIC PATTERN	

-----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 - 52	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 52	Last 30 Days - 5
	Aircraft Type - N/A	Instrument - 1	Last 90 Days - 5
		Multi-Eng - 0	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ATTEMPTING A NORMAL LANDING. DURING THE FLARE, THE AIRPLANE DRIFTED TO THE LEFT OF THE CENTERLINE, THE RIGHT WHEEL TOUCHED ON THE RUNWAY, & THE LEFT WHEEL TOUCHED IN THE GRASS. THE PILOT APPLIED FULL POWER FOR A GO-AROUND. WITH THE NOSE HIGH, THE AIRPLANE FLEW 40 TO 50 YARDS AT 6 FEET AGL, THEN IT YAWED TO THE LEFT. SUBSEQUENTLY, THE LEFT WING TOUCHED DOWN, THEN THE AIRPLANE ROTATED TO THE LEFT & WENT THROUGH A DITCH.

Brief of Accident (Continued)

File No. - 1184

10/24/89

THIBODAUX, LA

A/C Reg. No. N4973B

Time (Lc1) - 1418 CDT

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 2. ABORTED LANDING - INITIATED - PILOT IN COMMAND
 3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - DITCH
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
STUDENT PILOT'S FAILURE TO OBTAIN OR MAINTAIN AIRSPEED DURING AN ABORTED LANDING, WHICH RESULTED IN AN INADVERTENT
STALL/MUSH. HIS FAILURE TO MAINTAIN RUNWAY ALIGNMENT AND THE DITCH WERE RELATED FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1044

6/09/89

MYERSVILLE, MD

A/C Reg. No. N1499X

Time (Lcl) - 1432 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 - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 4

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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 120/007 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OVERCAST
Obstructions to Vision- HAZE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAGERSTOWN, MD
Destination
FREDERICK, MD

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 50

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 166	Last 24 Hrs	- UNK/NR
Make/Model-	109	Last 30 Days-	1
Instrument-	8	Last 90 Days-	10
Multi-Eng -	0	Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

DRG A WX BRIEFING BEFORE TAKEOFF, THE NON-INSTRUMENT RATED PLT WAS ADZD THAT VFR FLT WAS NOT RCMDD. WHILE EN ROUTE ON A VFR FLT, THE ACFT CRASHED IN AN AREA WHERE RIDGE TOPS WERE OBSCD BY CLOUDS. A WITNESS, WHO HEARD THE ACFT, RPRTD THAT IT SOUNDED LIKE IT ENTERED A STEEP DESCENT BEFORE IT CRASHED. AN EXAM OF THE CRASH SITE VERIFIED THE ACFT HAD IMPACTED IN A STEEP DESCENT. NO PREIMPACT PART FAILURE/MALFUNCTION OF THE ACFT WAS FOUND. TOXICOLOGY CHECKS OF THE PLT'S LIVER TISSUE WERE POSITIVE FOR NORDIAZEPAM (AT OR ABOVE 0.148 MG/L) & MAPROTILINE AT OR ABOVE 8.6 MG/KG). NORDIAZEPAM IS A TRANQUILIZER & MAPROTILINE IS USED TO TREAT DEPRESSION. THE PLT'S FAMILY RPRTD THAT CENTRAX (PRAZEPAM) & LUDIOMIL (MAPROTILENE HYDROCHLORIDE) HAD BEEN PRESCRIBED TO THE PLT FOR CONTROL OF DEPRESSION.

Brief of Accident (Continued)

File No. - 1044

6/09/89

MYERSVILLE, MD

A/C Reg. No. N1499X

Time (Lcl) - 1432 EDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

6. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. SPATIAL DISORIENTATION - PILOT IN COMMAND
8. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
9. PHYSICAL IMPAIRMENT(DRUGS) - 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 INSTRUMENT METEOROLOGICAL CONDITIONS (IMC) AND HIS INABILITY TO MAINTAIN CONTROL
OF THE AIRCRAFT AFTER BECOMING SPATIALLY DISORIENTED. CONTRIBUTING FACTORS WERE HILLY/MOUNTAINOUS TERRAIN, WEATHER
CONDITIONS, THE PILOT'S LACK OF INSTRUMENT EXPERIENCE, AND HIS IMPAIRMENT FROM A PRESCRIPTION DRUG THAT WAS NOT
APPROVED FOR USE WHILE FLYING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1102 10/15/89 FRIENDLY, MD A/C Reg. No. N186M Time (Lcl) - 1115 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Pass
NONE 0 0

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

Make/Model - BEECH A65
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7700
No. of Seats - 9

Eng Make/Model - LYCOMING IGS0-480-A1B6
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 340 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 170/008 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FAYETTEVILLE, NC

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

POTOMAC AIRFIELD

Runway Ident - 24

Runway Lth/Wid - 2480/ 36

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - GO AROUND

PRECAUTIONARY LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND, SE SEA, ME SEA

HELICOPTER

Age - 50

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7400

Make/Model- 25

Instrument- 1750

Multi-Eng - 3400

Last 24 Hrs - 4

Last 30 Days- 20

Last 90 Days- 45

Rotorcraft - 25

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT WAS FERRYING THE ACFT TO HIS HOME BASE AFTER PURCHASING IT FROM A POLICE AUCTION. HE SAID THAT DURING A REFUELING STOP, HE NOTICED THE LEFT ENG USED MORE FUEL THAN THE RIGHT ENG. LATER, WHILE ON FINAL APCH TO RWY 24 AT POTOMAC AIRPARK, HE NOTICED HIS ALTITUDE WAS TOO HIGH, SO HE INITIATED A GO-AROUND. DURING THE GO-AROUND, THE LEFT ENG LOST POWER. THE PLT MADE A PRECAUTIONARY LANDING IN A FIELD ABOUT 180 FT PAST THE DEP END OF THE RWY & THE ACFT WAS DAMAGED. AN EXAM REVEALED THE LEFT MAIN & LEFT AUX TANKS WERE EMPTY. THE RIGHT MAIN TANK WAS 1/2 TO 3/4 FULL & THE RIGHT AUX TANK HAD A MINIMAL AMOUNT OF FUEL REMAINING. THE PLT STATED HE DID NOT CROSSFEED FUEL TO EITHER ENG DURING THE FLT.

Brief of Accident (Continued)

File No. - 1102

10/15/89

FRIENDLY,MD

A/C Reg. No. N186M

Time (Lc1) - 1115 EDT

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

Finding(s)

1. 1 ENGINE -
 2. FLUID,FUEL - STARVATION
 3. FUEL SUPPLY - IMPROPER USE OF - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER USE OF HIS FUEL SUPPLY, WHICH RESULTED IN FUEL STARVATION AND LOSS OF POWER IN
THE LEFT ENGINE. A FACTOR RELATED TO THE ACCIDENT WAS THE PILOT'S LACK OF FAMILIARITY WITH THE AIRCRAFT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1112 5/21/89 HOUGHTON,MI A/C Reg. No. N8267Z Time (Lcl) - 0330 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

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

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MASON,MI
Destination
HOUGHTON,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)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 140
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE COLLIDED WITH A SIGN AND A GUARD RAIL AS THE PLT WAS MAKING AN EMERGENCY LANDING ON A ROAD. HE TOLD OFFICIALS THAT THE ENGINE LOST POWER FROM FUEL EXHAUSTION AFTER APPROXIMATELY 4.6 HOURS OF FLIGHT. THIS CONCLUSION WAS SUPPORTED BY THE ABSENCE OF FUEL IN THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1112

5/21/89

HOUGHTON,MI

A/C Reg. No. N8267Z

Time (Lc1) - 0330 CST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - SIGN
 5. OBJECT - WALL/BARRICADE
-

----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 FUEL EXHAUSTION FROM LACK OF FUEL. FACTORS RELATED TO
THE ACCIDENT WERE: OBSTRUCTIONS (ROAD SIGN & GUARD RAIL) IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1058 8/31/89 BROOKLYN,MI A/C Reg. No. N2101V Time (Lcl) - 1545 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

DESTROYED

Fatal

Serious

Minor

None

Fire

Crew

0

0

1

0

ON GROUND

Pass

0

0

0

0

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

Make/Model - CESSNA 120
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/004 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MICHIGAN CENTER,MI
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

KLINE AVIATION
Runway Ident - 27
Runway Lth/Wid - 1200/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 50
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 97
Last 24 Hrs - 1
Make/Model- UNK/NR
Last 30 Days- 1
Instrument- UNK/NR
Last 90 Days- 1
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPRTD HE FLEW THE ACFT TO BROOKLYN, MI, ON A PERSONAL FLT. HE STATED THAT DRG THE LANDING, THE WIND DISPLACED THE ACFT "OFF COURSE A LITTLE," SO HE MADE A GO-AROUND. DRG THE GO-AROUND, THE ACFT STRUCK A WIRE WHICH THE PLT DID NOT SEE. THE ACFT THEN CRASHED & WAS SUBSEQUENTLY DEMOLISHED BY FIRE.

Brief of Accident (Continued)

File No. - 1058

8/31/89

BROOKLYN,MI

A/C Reg. No. N2101V

Time (Lcl) - 1545 EDT

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

Finding(s)

1. GO-AROUND - INITIATED -
 2. OBJECT - WIRE,TRANSMISSION
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO SEE-AND-AVOID POWER LINES IN HIS FLIGHT PATH DURING A GO-AROUND. THE POWER LINES AND HIS
LACK OF FAMILIARITY WITH THE AIRPORT WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1093 10/01/89 MANISTIQUE, MI A/C Reg. No. N102AT Time (Lc1) - 1108 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 1
0 3

None
0
0

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

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

Eng Make/Model - LYCOMING O-360-A1F
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- 180/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GREYLING, MI
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SCHOOLCRAFT COUNTY
Runway Ident - 19
Runway Lth/Wid - 2500/ 50
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 - 11
Aircraft Type - PA-28

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

Total - 276 Last 24 Hrs - 1
Make/Model- 10 Last 30 Days- 4
Instrument- 5 Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING LONG, THE PLT ELECTED TO GO-AROUND. HE RETRACTED THE FLAPS TO FULL UP & THE ACFT STOPPED CLIMBING & STARTED SETTling WITH THE STALL WARNING HORN SOUNDING. THE PLT OBSERVED WIRES IN HIS FLT PATH & ROTATED THE PLANE TO AN ATTITUDE WHICH WOULD ALLOW THE WIRE TO STRIKE THE ACFT'S BELLY, RATHER THAN ACROSS THE WINDSHIELD. AFTER THE WIRE STRIKE, THE ACFT DESCENDED OUT OF CONTROL & COLLIDED WITH THE TERRAIN. ACCORDING TO THE GO-AROUND PROCEDURE IN THE FLT MANUAL, THE FLAPS SHOULD HAVE BEEN RETRACTED TO ONLY 20 DEG UNTIL THE ACFT HAD ACCELERATED TO 75 MPH, THEN FURTHER FLAP RETRACTION SHOULD HAVE BEEN PERFORMED SLOWLY.

Brief of Accident (Continued)

File No. - 1093

10/01/89

MANISTIQUE,MI

A/C Reg. No. N102AT

Time (Lc1) - 1108 EDT

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

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 2. GO-AROUND - DELAYED - PILOT IN COMMAND
 3. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
 4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 6. OBJECT - WIRE,TRANSMISSION
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
A DELAYED BY THE PILOT IN GOING AROUND AND HIS FAILURE TO OBTAIN ADEQUATE AIRSPEED BEFORE FULLY RETRACTING THE
FLAPS, WHICH ALLOWED THE AIRCRAFT TO MUSH. THE CONTRIBUTING FACTORS WERE: THE PILOT'S FAILURE TO ATTAIN THE PROPER
TOUCHDOWN POINT DURING THE LANDING AND THE TRANSMISSION WIRE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1125 10/14/89 LAKEVILLE, MI A/C Reg. No. N94668 Time (Lcl) - 1445 EDT

----Basic Information----

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

----Aircraft Information----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-N2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	PONTIAC, MI	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 240/014 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 12000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		- SIMULATED FORCED LANDING
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 546	Last 24 Hrs - 4
SE LAND	Months Since - 4	Make/Model - 332	Last 30 Days - 71
	Aircraft Type - C-172RG	Instrument - 49	Last 90 Days - 168

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING A PRACTICE EMERGENCY APPROACH, THE AIRCRAFT STRUCK A STATIC WIRE ON A POWER LINE. IT THEN DESCENDED INTO TREES & TERRAIN & WAS DAMAGED. BOTH THE INSTRUCTOR & THE STUDENT STATED THAT BEFORE IMPACT, ONLY THE MAIN POWER LINES & TOWERS WERE VISIBLE. THEY DID NOT SEE THE STATIC LINE & THOUGHT THAT THEY WOULD BE CLEAR OF THE WIRES.

Brief of Accident (Continued)

File No. - 1125

10/14/89

LAKEVILLE, MI

A/C Reg. No. N94668

Time (Lc1) - 1445 EDT

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 3. VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
 5. OBJECT - WIRE, STATIC
 6. CLEARANCE - NOT MAINTAINED -
-

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 SUPERVISION OF THE FLIGHT BY THE FLIGHT INSTRUCTOR (CFI), FAILURE OF BOTH THE STUDENT AND
THE CFI TO SEE-AND-AVOID THE STATIC LINE, AND FAILURE OF THE PILOTS TO MAINTAIN ADEQUATE CLEARANCE
FROM THE POWER LINE/STATIC WIRE. THE STATIC WIRE WAS A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1128

11/19/89

DETROIT, MI

A/C Reg. No. N66714

Time (Lcl) - 1242 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/014 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 9000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DETROIT, MI
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 - UNK/NR
Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

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

Age - 52

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 245	Last 24 Hrs -	1
Make/Model-	177	Last 30 Days-	3
Instrument-	5	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A SHORT LOCAL FLIGHT, THE PILOT RETURNED TO THE DEPARTURE AIRPORT. WHILE ON FINAL APPROACH TO LAND, THE ENGINE LOST POWER. THE PILOT MADE A FORCED LANDING IN A FIELD APPROXIMATELY 1/4 MILE FROM THE AIRPORT. HE REPORTED, THE AIRCRAFT HAD ABOUT 6.5 GALLONS OF FUEL WHEN HE DEPARTED THE AIRPORT. ONLY 2 GALLONS OF FUEL WAS FOUND ON BOARD THE ACFT. THE PUBLISHED UNUSABLE FUEL FOR THE AIRCRAFT 1.75 GALLONS PER WING TANK, OR 3.5 GALLONS TOTAL. THERE WAS NO EVIDENCE OF POST-IMPACT FUEL LEAKAGE/SPILLAGE.

Brief of Accident (Continued)

File No. - 1128

11/19/89

DETROIT,MI

A/C Reg. No. N66714

Time (Lcl) - 1242 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
 5. LANDING GEAR,NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE PREFLIGHT PLANNING/PREPARATION WHICH RESULTED IN FUEL EXHAUSTION DUE TO AN INADEQUATE SUPPLY OF FUEL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1198 11/23/89 HOWELL, MI

A/C Reg. No. N819CM

Time (Lcl) - 1015 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/005 KTS
Visibility - 14.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOWELL, MI
Destination
FOWLERVILLE, MI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 58
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 289
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Last 30 Days- 15
Instrument- UNK/NR
Last 90 Days- 30
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE INITIAL CLIMB AFTER TAKEOFF, HE NOTED A REDUCTION IN ENGINE POWER. HE FOLLOWED EMERGENCY PROCEDURES, BUT THE ENGINE CONTINUED TO LOSE POWER. DURING A FORCED LANDING ON ROUGH TERRAIN, THE NOSE GEAR COLLAPSED. AN EXAM REVEALED THAT THE MIXTURE CONTROL CABLE HAD FAILED WITHIN ITS SHEATH, WHICH ALLOWED THE MIXTURE CONTROL TO MOVE TOWARD THE IDLE-CUTOFF POSITION. THE 1965 MODEL ACFT HAD A TOTAL FLIGHT TIME OF 1962 HRS. THE ENGINE HAD ACCUMULATED 276 HRS SINCE THE LAST MAJOR OVERHAUL.

Brief of Accident (Continued)

File No. - 1198

11/23/89

HOWELL, MI

A/C Reg. No. N819CM

Time (Lc1) - 1015 EST

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

Finding(s)

1. MIXTURE CONTROL, CABLE - FAILURE, TOTAL

Occurrence #2 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. FLUID, FUEL - STARVATION

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
4. LANDING GEAR, NOSE GEAR - OVERLOAD

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE MIXTURE CONTROL CABLE, WHICH RESULTED IN A LOSS OF POWER DUE TO FUEL STARVATION DURING
A CLIMB AFTER TAKEOFF. A FACTOR RELATED TO THE ACCIDENT WAS: ROUGH TERRAIN IN THE EMERGENCY LANDING
AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1035 6/03/89 PICAYUNE, MS A/C Reg. No. N8782G Time (Lcl) - 1930 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	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- 030/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 97
SE LAND	Months Since - 6	Make/Model- 81
	Aircraft Type - UNK/NR	Instrument- 6
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 3
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS RTRNG FM THE 3RD TRIP TO THE LOCAL AREA WHEN THE ENG LOST PWR. HE BEGAN A FORCED LANDING ON A STREET, BUT DRG THE APCH, THE ACFT STRUCK & BECAME SUSPENDED IN PWR LINES THAT CROSSED THE STREET. THE PLT SAID THAT BY THE TIME HE SAW THE PWR LINES, HE WAS UNABLE TO AVOID THEM. HE ESTIMATED THE COMBINED FLT LASTED 8/10 OF AN HR. HE CHECKED THE FUEL BEFORE FLYING & ESTIMATED A FUEL SUPPLY OF 1-1/2 HRS. AFTER THE ACCIDENT, NO USABLE FUEL WAS FOUND IN THE ACFT. THE PLT HAD STARTED THE FLT AT 1800 CDT. AFTER RETURNING FROM A SHORT TRIP IN THE LOCAL AREA, HE FLEW BACK IN THE LOCAL AREA TWO MORE TIMES. THE COMBINED FLT ENDED AT 1930 CDT.

Brief of Accident (Continued)

File No. - 1035

6/03/89

PICAYUNE,MS

A/C Reg. No. N8782G

Time (Lcl) - 1930 CDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - WIRE,TRANSMISSION
 6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE PREFLIGHT BY THE PILOT AND HIS MISCALCULATION OF FUEL, WHICH RESULTED IN FUEL STARVATION FROM LACK OF
FUEL; AND THE PILOT'S FAILURE TO SEE-AND-AVOID THE POWER LINES DURING THE FORCED LANDING. THE POWER LINES WERE A
CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1003 6/26/89 SHELBY, MS A/C Reg. No. N1837N Time (Lc1) - 0935 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	2	1	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-BB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FAYETTE, AL	SHELBY
Wind Dir/Speed- 110/006 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 100
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 545
SE LAND, ME LAND	Months Since - 4	Make/Model- UNK/NR
	Aircraft Type - PA-28R	Instrument- 82
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RGT FRONT PAX RPRTD THAT JUST AFTER ROTATION FOR TAKEOFF, THE CABIN DOOR (ON THE RGT SIDE OF THE ACFT) CAME OPEN, CREATING A NOISE. HE STATED THAT HE & THE PLT WERE UNABLE TO CLOSE THE DOOR, SO THE PLT ELECTED TO LAND. RPRTDLY, THE PLT MADE A STEEP RGT TURN WHICH WAS FOLLOWED BY A STEEP LEFT TURN TO MANEUVER BACK TO THE RWY. HOWEVER, THE ACFT ENTERED A STEEP DESCENT & CRASHED IN A NOSE DOWN, LEFT WING LOW ATTITUDE. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND. THE PAX RPRTD THAT BEFORE THE FLT, HE HAD SHUT THE DOOR, BUT THE PLT DID NOT CHECK TO SEE IF IT WAS LOCKED. ACCORDING TO THE ACFT FLT MANUAL, THE PLT WAS RESPONSIBLE FOR ASSURING THE DOOR WAS CLOSED & LOCKED, AND SHOULD THE DOOR COME OPEN IN FLT, HE SHOULD LAND IN A NORMAL MANNER.

Brief of Accident (Continued)

File No. - 1003

6/26/89

SHELBY, MS

A/C Reg. No. N1837N

Time (Lc1) - 0935 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. DOOR, PASSENGER - NOT SECURED
 3. DOOR, PASSENGER - OPEN
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. PRECAUTIONARY LANDING - INITIATED -
 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 6. MANEUVER - INITIATED - PILOT IN COMMAND
 7. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 8. STALL - INADVERTENT - PILOT IN COMMAND
 9. DIVERTED ATTENTION - 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 PILOT TO MAINTAIN ADEQUATE AIRSPEED WHILE MANEUVERING BACK TO THE RUNWAY WHICH RESULTED IN AN INADVERTENT STALL. CONTRIBUTING FACTORS WERE: FAILURE OF THE PILOT TO INSURE THE CABIN DOOR (ON THE PASSENGER'S SIDE) WAS PROPERLY CLOSED AND SECURED BEFORE TAKING OFF, THE PILOT'S IMPROPER IN-FLIGHT PLANNING AND DECISION BY MAKING STEEP TURNS TO MANEUVER AND LAND, AND THE PILOT'S ATTENTION BEING DIVERTED BY NOISE FROM THE OPEN DOOR (AURAL PERCEPTION).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1016 7/11/89 MINTER CITY, MS A/C Reg. No. N4967X Time (Lcl) - 0645 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During - MANEUVERING					

-----Aircraft Information-----

Make/Model - ROCKWELL INTL S-2R	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 - 7000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 550 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3700
SE LAND	Months Since - 16	Make/Model- 2000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 250
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MANEUVERING DURING AN AERIAL APPLICATION FLT, THE ACFT'S LEFT WING COLLIDED WITH A POWER LINE. THE ACFT THEN CRASHED INTO A RICE FIELD & WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1016

7/11/89

MINTER CITY, MS

A/C Reg. No. N4967X

Time (Lc1) - 0645 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. OBJECT - WIRE, TRANSMISSION
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO SEE AND AVOID THE POWERLINE. THE POWER LINE WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1018 7/13/89 FOREST, MS A/C Reg. No. N3905L Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -LANDING			0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

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	FOREST MUNI
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 75
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1800 FT OVERCAST	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
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 - 1624
SE LAND	Months Since - 21	Make/Model- 680
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 2
		Last 30 Days- 6
		Last 90 Days- 6
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE WAS MAKING A TOUCH-&-GO LNDG, WHEN THE ACFT HIT A ROUGH PLACE ON THE RWY & WAS "CATAPULTED" BACK INTO THE AIR. HE STATED THAT AT THAT TIME, THE ACFT ENCOUNTERED A "STRONG GUSTING X-WIND" THAT CAUSED HIM TO LOSE DIRECTIONAL CONTROL. HE APPLIED FULL THROTTLE, BUT BELIEVED THE ENG WAS NOT DEVELOPING FULL POWER. SUBSEQUENTLY, THE ACFT HIT A TREE & CRASHED. AN EXAM OF THE CARBURETOR REVEALED A SUBSTANTIAL AMOUNT OF WATER. APRX 37 MI EAST AT JACKSON, MS, THE WIND WAS FROM 240 DEG AT 7 KTS.

Brief of Accident (Continued)

File No. - 1018

7/13/89

FOREST,MS

A/C Reg. No. N3905L

Time (Lcl) - 1830 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation LANDING

Finding(s)

1. TOUCH-AND-GO - INITIATED -
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - GUSTS
6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation LANDING - ABORTED

Finding(s)

7. FLUID,FUEL - WATER

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO MAINTAIN RUNWAY ALIGNMENT AND PARTIAL LOSS OF POWER FROM WATER IN THE FUEL. CONTRIBUTING
FACTORS WERE: UNEVEN RUNWAY, PILOT'S IMPROPER RECOVERY FROM A BOUNCED LANDING, A GUSTY CROSSWIND CONDITION, AND TREES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1021 7/19/89 SCHLATER,MS A/C Reg. No. N4579 Time (Lc1) - 1315 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PEE DEE PLANTATION
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 20
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3100
SE LAND	Months Since - 20	Make/Model- 310
	Aircraft Type - C-172	Instrument- 70
		Last 24 Hrs - 8
		Last 30 Days- 140
		Last 90 Days- 310

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT BEGAN TAKING OFF IN A QUARTERING TAILWIND WITH 1600 LBS OF FERTILIZER & 70 GALS OF FUEL. AFTER LIFT-OFF, THE ACFT WOULD NOT CLIMB. SUBSEQUENTLY, IT STRUCK A LEVEE AT THE END OF THE STRIP & NOSED OVER IN A RICE FIELD. THE PLT'S CLASS II MED CERT WAS DATED 5/4/88.

Brief of Accident (Continued)

File No. - 1021

7/19/89

SCHLATER,MS

A/C Reg. No. N4579

Time (Lcl) - 1315 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. CLIMB - NOT ATTAINED -
5. TERRAIN CONDITION - DIRT BANK

Occurrence #2 NOSE OVER
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE PREFLIGHT PLANNING/PREPARATION BY THE PILOT WHICH RESULTED IN THE SELECTION OF THE WRONG RUNWAY. THE TAILWIND
AND DIRT BANK WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1187 7/21/89 GREENWOOD,MS A/C Reg. No. N47345 Time (Lcl) - 1240 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -POSITIONING	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - TEXAS HELICOPTERS OH-13E/M74	Eng Make/Model - LYCOMING VO-435-AIF	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	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	GRENADA,MS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	IHA BENA,MS	Runway Ident - N/A
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 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 - 1500 FT OVERCAST	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 11219
SE LAND	Months Since - 28	Last 24 Hrs - 7
HELICOPTER	Aircraft Type - C-172	Make/Model- 2263
		Last 30 Days- 50
		Instrument- 221
		Last 90 Days- 130
		Multi-Eng - 9
		Rotorcraft - 4530

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING CRUISE FLT, THE HELICOPTER WENT OUT OF CONTROL & BEGAN AN UNCOMMANDED DESCENT. THE CYCLIC & COLLECTIVE CONTROLS WERE NON-RESPONSIVE, BUT LEFT PEDAL WAS APPLIED BEFORE THE HELICOPTER CRASHED & IT CRASHED IN A TAIL LOW ATTITUDE. AN EXAM OF THE FLT CONTROLS REVEALED THAT ONE MAIN ROTOR BLADE PITCH CHANGE HORN HAD FAILED, AS WELL AS THE ATTACHING BOLTS FOR BOTH PITCH CHANGE HORNS. THERE WAS EVIDENCE THAT ONE OF THE BOLTS HAD FAILED, THEN THE OTHER FAILURES WERE FROM OVERLOAD.

Brief of Accident (Continued)

File No. - 1187

7/21/89

GREENWOOD,MS

A/C Reg. No. N47345

Time (Lc1) - 1240 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ROTORCRAFT FLIGHT CONTROL,PITCH CHANGE HORN - FAILURE,TOTAL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)
2. AIRCRAFT CONTROL - NOT POSSIBLE -

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 A MAIN ROTOR BLADE PITCH CHANGE HORN AND/OR ATTACHING BOLT(S),

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1022 7/23/89 MS STATE UNIV,MS A/C Reg. No. N9944J Time (Lcl) - 1600 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 - SCHWEIZER SGS 1-26C	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 600	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GEORGE M BRYAN FIELD
Wind Dir/Speed- 080/004 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5050/ 150
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 28
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

AN AUTO TOW WAS BEING USED TO LAUNCH THE GLIDER. AS THE GLIDER REACHED AN ALT OF ABOUT 200 TO 250 FT, THE AUTO DRIVER REALIZED HE WAS EXCEEDING THE PLANNED SPEED, SO HE SLOWED THE AUTO BY 5 TO 10 MPH. AT THAT TIME, THE TOW LINE SLACKENED, THEN RELEASED AUTOMATICALLY. THE STUDENT PLT DECIDED TO LAND STRAIGHT AHEAD INTO AN UN CUT HAY FIELD. DRG THE LANDING, THE HAY CAUGHT THE RIGHT WING & THE GLIDER GROUND LOOPED, DAMAGING THE WING & FUSELAGE. THE RECOGNIZED SOARING PUBLICATIONS ADVISED THAT 180 DEG TURNS BACK TO THE RWY FOR DOWNWIND LNDGS WERE SAFE & PERMISSIBLE AT ALTITUDES OF 200 FT OR MORE.

Brief of Accident (Continued)

File No. - 1022

7/23/89

MS STATE UNIV,MS

A/C Reg. No. N9944J

Time (Lcl) - 1600 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. GLIDER LAUNCH/TOW EQUIPMENT - DISCONNECTED
2. MISCELLANEOUS - IMPROPER - DRIVER OF VEHICLE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT. CONTRIBUTING FACTORS WERE: FAILURE OF THE TOW VEHICLE DRIVER TO
USE/MAINTAIN THE PROPER SPEED, THE PILOT'S LACK OF TOTAL FLYING EXPERIENCE, AND HIGH VEGETATION (UNCUT HAY).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1020 7/29/89 ACKERMAN,MS A/C Reg. No. N711DL Time (Lcl) - 1630 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	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-34	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4200	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	JACKSON,MS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOUISVILLE,MS	ACKERMAN
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
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- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 7261
SE LAND,ME LAND,SE SEA	Months Since - 3	Last 24 Hrs - 4
	Aircraft Type - PA-34	Make/Model- 2000
		Instrument- 385
		Last 30 Days- 79
		Last 90 Days- 325
		Multi-Eng - 3250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ENCOUNTERED A LINE OF THUNDERSTORMS BEFORE REACHING HIS DESTN. HE DIVERTED TO ACKERMAN, MS, & CIRCLED THE ARPT TO DETERMINE THE WIND. THE WIND SOCK INDCD TO HIM THAT THE WIND WAS CALM. JUST BEFORE LNDG ON RWY 5, HE NOTICED A "DOWNWIND CURRENT", BUT THE ACFT WAS CONFIGURED WITH THE LANDING GEAR & FULL FLAPS EXTENDED & IT WAS IN A NOSE HIGH ATTITUDE. THE PLT RPRTD THAT BY THIS TIME, THE ACFT WAS BEHIND THE POWER CURVE, THUS MAKING A GO-AROUND IMPOSSIBLE. IT TOUCHED DOWN BEYOND MIDFIELD & MAX BRAKING WAS APPLIED, BUT THE PLT WAS UNABLE TO STOP ON THE REMAINING RWY. THE ACFT CONTD OFF THE DEP END, HIT POTHOLES ON THE OVERRUN AREA & WAS DAMAGED. AFTER THE LANDING, AN EXAM OF THE WIND SOCK REVEALED IT WAS IN A STATE OF DISREPAIR WITH MOST OF THE FABRIC MISSING.

Brief of Accident (Continued)

File No. - 1020

7/29/89

ACKERMAN,MS

A/C Reg. No. N711DL

Time (Lcl) - 1630 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED -
3. AIRPORT FACILITIES,WIND DIRECTION INDICATOR - INOPERATIVE
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED -
7. PROPER TOUCHDOWN POINT - NOT ATTAINED -

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S SELECTION OF THE WRONG RUNWAY AND HIS IMPROPER INFLIGHT PLANNING/DECISION WHICH RESULTED IN A SITUATION
FROM WHICH HE COULD NEITHER GO-AROUND NOR STOP ON THE REMAINING RUNWAY. THE THUNDERSTORMS, INOPERATIVE (DISREPAIRED)
WIND SOCK, AND ROUGH TERRAIN (POTHOLE) WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1172 8/05/89 CANTON, MS A/C Reg. No. N21895 Time (Lcl) - 1630 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	-TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRSTRIP
Method - N/A		SAME AS ACC/INC	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		LOCAL	
Wind Dir/Speed- 260/007 KTS		ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 24
Lowest Sky/Clouds - 4500 FT SCATTERED		Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - 7000 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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7100
SE LAND	Months Since - 6	Make/Model- 1000
	Aircraft Type - C-172	Instrument- 30
		Last 24 Hrs - 6
		Last 30 Days- 100
		Last 90 Days- 400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT WHILE TAKING OFF (NORTH), THE ACFT ROLLED ABOUT 400 TO 500 FT, THEN ENCOUNTERED A GUST OF WIND & VEERED LEFT. SUBSEQUENTLY, IT COLLIDED WITH AN UNOCCUPIED ACFT THAT WAS PARKED ABOUT 50 FT FROM THE EDGE OF THE RWY. AT THAT TIME, A THUNDERSTORM CELL WAS LOCATED NEARBY. THE PLT ESTIMATED THE WIND WAS FROM 260 DEG A 15 GUSTING 18 KTS.

Brief of Accident (Continued)

File No. - 1172

8/05/89

CANTON,MS

A/C Reg. No. N21895

Time (Lc1) - 1630 CDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - THUNDERSTORM
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)
7. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S ATTEMPTED FLIGHT IN KNOWN ADVERSE WEATHER CONDITIONS. FACTORS RELATED TO THE ACCIDENT WERE:
ADVERSE WEATHER CONDITIONS AND THE PRESENCE OF THE PARKED AIRCRAFT NEAR THE RUNWAY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1174 8/15/89 GREENWOOD,MS A/C Reg. No. N5724M Time (Lcl) - 1945 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-JIM RATLIFF FLYING SVC	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	0	1
				0	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH 18	Eng Make/Model	- P&W PT6A-20	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 9700	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	Last Departure Point		ON AIRPORT	
Method	- N/A	COLUMBUS,MS			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		GREENWOOD LEFLORE	
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 6.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- N/A	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- FULL STOP	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 5000	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model - 200	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 25	Last 90 Days - UNK/NR
		Multi-Eng - 1000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE LOWERED THE GEAR HANDLE & SAW THE 3 GEAR DOWN & LOCKED LIGHTS BEFORE LANDING. DURING THE FLARE, HE PERCEIVED HIS ALT ABOVE THE RWY TO BE LOWER THAN NORMAL. HE APPLIED POWER TO GO AROUND, BUT THE ACFT SETTLED TO THE RWY & ONE OF THE ENGS TORE LOOSE. AN EXAM OF THE ACFT REVEALED THE GEAR WAS IN THE UP POSITION DURING TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1174

8/15/89

GREENWOOD,MS

A/C Reg. No. N5724M

Time (Lcl) - 1945 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADVERTENT WHEELS UP LANDING BY THE PILOT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1156 9/01/89 WOODVILLE, MS A/C Reg. No. N2921X Time (Lcl) - 2211 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
					2

-----Aircraft Information-----

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-320-E20	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	HOUSTON, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BROOKHAVEN, MS	FRED NETTERVILLE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 24
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3000/ 30
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 361
SE LAND	Months Since - 22	Last 24 Hrs - 3
	Aircraft Type - C-172	Make/Model- 59
		Last 30 Days- 10
		Instrument- 117
		Last 90 Days- 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ESTIMATED HE HAD 32 GAL OF FUEL ON BOARD WHEN HE TOOK OFF. HE THOUGHT HE HAD SUFFICIENT FUEL FOR THE FLT, BUT AFTER 3 HRS & 5 MIN, THE ENG LOST POWER FROM FUEL EXHAUSTION. THE PLT WAS ABLE TO MAKE A NIGHT LANDING AT A NEARBY ARPT. HOWEVER, DURING THE LANDING, THE AIRPLANE OVERRAN THE RUNWAY & COLLIDED WITH A DITCH.

Brief of Accident (Continued)

File No. - 1156

9/01/89

WOODVILLE,MS

A/C Reg. No. N2921X

Time (Lc1) - 2211 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
-

Occurrence #4 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH
-

----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 FUEL EXHAUSTION, DUE TO AN INADEQUATE SUPPLY OF FUEL.
FACTORS RELATED TO THE ACCIDENT WERE: DARKNESS AND THE DITCH.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1165 10/12/89 JACKSON,MS A/C Reg. No. N94JP Time (Lcl) - 0907 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 58P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 6100
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - 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- 350/004 KTS
Visibility - 6.0 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
LAKELAND,FL

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
GO AROUND
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - 16
Runway Lth/Wid - 5385/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 58
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - BE-58P

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 3600	Last 24 Hrs	- UNK/NR
Make/Model-	300	Last 30 Days-	10
Instrument-	3	Last 90 Days-	30
Multi-Eng	- 1500		

Instrument Rating(s) - NONE

-----Narrative-----

AFTER BECOMING AIRBORNE, THE PLT REALIZED HE HAD FORGOTTEN A BRIEF CASE & ELECTED TO RTRN TO THE ARPT. HE EXTENDED THE GEAR TO LAND & NOTICED THERE WERE 3 SAFE INDCNS. HOWEVER, AS HE EXTENDED THE FLAPS, THERE WAS A TOTAL LOSS OF ELECTRICAL POWER. HE MADE A GO-AROUND & TURNED THE MANUAL LANDING GEAR EXTENSION HANDLE TO VERIFY THAT THE GEAR WAS EXTENDED. HOWEVER, HE TURNED THE EXTENSION HANDLE TO THE RIGHT, INSTEAD OF COUNTERCLOCKWISE, AS WAS STATED IN THE OPERATOR'S MANUAL. CLOCKWISE MOVEMENT OF THE EXTENSION HANDLE WOULD HAVE STARTED RETRACTION OF THE GEAR. WITNESSES NOTED THE GEAR WAS ONLY PARTLY EXTENDED BEFORE THE FINAL APCH TO LAND. DURING THE LANDING, THE GEAR COLLAPSED & THE ACFT WAS DAMAGED. NO REASON WAS FOUND FOR THE LOSS OF ELECTRICAL POWER.

Brief of Accident (Continued)

File No. - 1165

10/12/89

JACKSON, MS

A/C Reg. No. N94JP

Time (Lcl) - 0907 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. ELECTRICAL SYSTEM - UNDETERMINED
-

Occurrence #2 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. EMERGENCY PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND
 3. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
 4. GEAR DOWN AND LOCKED - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S MISUNDERSTANDING OF THE LANDING GEAR EMERGENCY EXTENSION PROCEDURE, WHICH RESULTED IN HIS
INADVERTENT PARTIAL RETRACTION OF THE GEAR AND FAILURE TO LAND WITH THE GEAR IN THE DOWN AND LOCKED POSITION.
LOSS OF ELECTRICAL POWER WAS A FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1119 7/02/89 ENNIS, MT A/C Reg. No. N3246H Time (Lcl) - 1030 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -CONTEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - ERCOUE 415C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

BIG SKY
Runway Ident - 16
Runway Lth/Wid - 5280/ 125
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 59
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - ERCOUE

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 263
Last 24 Hrs	- 0
Last 30 Days	- 7
Last 90 Days	- 8

Make/Model- 247
Instrument- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & A PASSENGER WERE FLYING IN A SPOT LANDING CONTEST. THE PLT SAID THE ACFT STALLED ON FINAL APCH & FELL APRX 50 FT IN A LEFT WING LOW ATTITUDE. DURING TOUCHDOWN, THE NOSE GEAR COLLAPSED, THEN THE PLANE CARTWHEELED & CAME TO REST WITH DAMAGE TO THE LEFT WING, PROPELLER, FUSELAGE & RUDDER. THE PLT SAID HE SHOULD HAVE PAID MORE ATTENTION TO THE AIRSPEED.

Brief of Accident (Continued)

File No. - 1119

7/02/89

ENNIS,MT

A/C Reg. No. N3246H

Time (Lcl) - 1030 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE FAILURE OF THE PILOT TO MAINTAIN AIRSPEED, WHICH RESULTED IN AN INADVERTENT STALL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1200 7/02/89 LEWISTOWN, MT A/C Reg. No. N349SM Time (Lcl) - 1102 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - MUSICK/TERRATORN TIERRA II	Eng Make/Model - BOMBARDIER ROTAX	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LEWISTON MUNI
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 30
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4150/ 70
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 4
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER OF THE HOME BUILT ACFT HAD PURCHASED IT FROM THE BUILDER. HE POSSESSED NEITHER AN FAA MEDICAL, NOR A PLT CERTIFICATE, & HAD NO PREVIOUS FLT TIME IN THIS MAKE & MODEL OF ACFT. HE TOLD A WITNESS THAT HE INTENDED TO TAXI IT (PRESUMABLY FOR FAMILIARIZATION). SUBSEQUENTLY, THE ACFT BECAME AIRBORNE & REMAINED WITHIN ABOUT 1/2 MI OF THE DEP END OF RWY 30. WITNESSES OBSERVED IT MANEUVERING ERRATICALLY AFTER TAKEOFF. ONE WITNESS BELIEVED THE UNQUALIFIED PLT CROSS-CONTROLLED THE ACFT WITH LEFT RUDDER & RGT AILERON; THE WITNESS SAID THE ACFT NEARLY HIT A HANGAR. SUBSEQUENTLY, AFTER AN APPARENT PWR REDUCTION, THE ACFT ENTERED A STALL/SPIN & CRASHED IN A STEEP NOSE DOWN ATTITUDE. A LOCAL CFI RPRTD HE HAD GIVEN THE PLT APRX 4 HRS OF DUAL INSTRUCTION DURING A PREVIOUS 12 TO 24 MONTH PERIOD, BUT THE PLT HAD NOT SHOWN INTEREST IN FOLLOWING A REGULAR/STRUCTURED PROGRAM OF INSTRUCTION. DURING TESTS, CANNABINOIDS WERE DETECTED IN THE PLT'S URINE, BUT NONE WAS FOUND IN HIS BLOOD.

Brief of Accident (Continued)

File No. - 1200

7/02/89

LEWISTOWN, MT

A/C Reg. No. N349SM

Time (Lcl) - 1102 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED -
 2. QUALIFICATION - UNQUALIFIED PERSON
 3. LIFT-OFF - INADVERTENT - UNQUALIFIED PERSON
 4. AIRCRAFT CONTROL - NOT MAINTAINED - UNQUALIFIED PERSON
 5. STALL/SPIN - INADVERTENT - UNQUALIFIED PERSON
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE UNQUALIFIED PILOT ALLOWED THE AIRCRAFT TO BECOME AIRBORNE WHILE TAXIING AT HIGH SPEED, HE FAILED
TO MAINTAIN CONTROL OF THE AIRCRAFT, AND HE INADVERTENTLY ALLOWED IT TO ENTER A STALL/SPIN AND CRASHED.
FACTORS RELATED TO THE ACCIDENT WERE: HIS FAILURE TO FOLLOW PROCEDURES/DIRECTIVES, AND HIS LACK OF
QUALIFICATION AS A PILOT

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1027 7/09/89 RED LODGE, MT A/C Reg. No. N2165J Time (Lcl) - 0720 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage						
	DESTROYED	Fatal	1	Serious	0	Minor	0
Type of Operation -AERIAL APPLICATION	Fire	Crew	1		0		0
Flight Conducted Under -14 CFR 137	NONE	Pass	0		0		0
Accident Occurred During -MANEUVERING							

-----Aircraft Information-----

Make/Model - CESSNA T188C	Eng Make/Model - CONTINENTAL TS10-520-T	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED		
No. of Seats - 1	Rated Power - 310 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAUREL, MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RED LODGE, MT	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 2000
SE LAND	Months Since - 26	Make/Model- UNK/NR
AIRSHIP	Aircraft Type - C-188	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 AG PLT HAD COMPLETED SVRL SWATH RUNS IN A NARROW "U" SHAPED VALLEY. AS HE COMPLETED HIS PASSES, HE TURNED TOWARD LOWER TERRAIN FOR HIS PROCEDURE TURN-AROUNDS, EXCEPT ON THE LAST PASS, HE TURNED TOWARD HIGHER TERRAIN. SUBSEQUENTLY, THE ACFT HIT A 60 FT TALL TREE, WHICH WAS LOCATED ON TERRAIN THAT WAS APRX 300 FT HIGHER THAN THE AREA BEING WORKED. THE ACFT THEN WENT OUT OF CONTROL AND CRASHED. DENSITY ALT AT THE CRASH SITE WAS ESTIMATED TO BE 8800 FT. ON THE APPLICATION FOR THE PLT'S LAST MED CERT, DATED 6/24/87, HE RPRTD HE HAD A TOTAL FLIGHT TIME OF 2000 HRS.

Brief of Accident (Continued)

File No. - 1027

7/09/89

RED LODGE, MT

A/C Reg. No. N2165J

Time (Lcl) - 0720 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - RISING
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. OBJECT - TREE(S)
 5. PROPER ALTITUDE - NOT ATTAINED - 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 INFLIGHT DECISION BY THE PILOT AND HIS FAILURE TO ATTAIN SUFFICIENT ALTITUDE. RISING TERRAIN, HIGH DENSITY
ALTITUDE, AND TREES WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1115 10/08/89 MOORESVILLE, NC A/C Reg. No. N11575 Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91		Crew	0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass	0	0	0	1

-----Aircraft Information-----

Make/Model	- CESSNA 170	Eng Make/Model	- CONTINENTAL O-300-A3	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	- 2	Rated Power	- 145 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	MORRISON	
Wind Dir/Speed	- 360/008 KTS		Runway Ident	- 15
Visibility	- 25.0 SM	ATC/Airspace	Runway Lth/Wid	- 1500/ 150
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Flight Plan	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 68	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 421
SE LAND	Months Since - 22	Make/Model	- 175
	Aircraft Type - C-170	Instrument	- UNK/NR
		Multi-Eng	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- 8
		Last 90 Days	- 10
		Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF FROM A UNIDIRECTIONAL AIRSTRIIP FOR A LOCAL FLT. BY THE TIME HE HAD RETURNED, THE WIND SHIFTED TO THE NORTH & WAS GUSTING TO 15 KTS (A QUARTERING TAILWIND FOR LANDING). THE PLT FLEW OVER THE STRIP TO EVALUATE THE WIND & ELECTED TO LAND. DURING THE LANDING, THE ACFT TOUCHED DOWN ABOUT HALFWAY DOWN THE RWY. AFTER BEING COMMITTED TO LAND, THE PLT APPLIED HVY BRAKES. SUBSEQUENTLY, HE STEERED THE ACFT OFF THE RIGHT SIDE OF THE RWY AT THE DEP END, WHERE IT ENCTRD TALL GRASS ON SOFT TERRAIN & NOSED OVER.

Brief of Accident (Continued)

File No. - 1115

10/08/89

MOORESVILLE, NC

A/C Reg. No. N11575

Time (Lc1) - 1500 EDT

Occurrence #1

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - TAILWIND
 3. WEATHER CONDITION - GUSTS
 4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 5. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND
 6. TERRAIN CONDITION - SOFT
 7. TERRAIN CONDITION - HIGH VEGETATION
-

----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 FAILURE TO ATTAIN THE PROPER TOUCHDOWN POINT ON THE UNIDIRECTIONAL RUNWAY. FACTORS RELATED TO THE ACCIDENT WERE: THE UNFAVORABLE WIND AND TERRAIN CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1059 10/24/89 GRAND FORKS,ND A/C Reg. No. N95975 Time (Lcl) - 1515 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 152	Eng Make/Model - LYCOMING O-235-N2C	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 - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	GRAND RAPIDS,MN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MARK ANDREWS
Wind Dir/Speed- VARIABLE/019 KTS	ATC/Airspace	Runway Ident - 17L
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3900/ 75
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 81
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 81
		Last 30 Days- 12
		Instrument- 3
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RTRNG FROM A SOLO X-COUNTRY FLT, THE STUDENT PLT MADE AN APCH TO LAND ON RWY 17L. THE WIND WAS VARIABLE FROM 120 TO 180 DEG AT 19 KTS. THE PLT STATED THAT HE TURNED TO FINAL APCH & REALIZED HE WAS HIGH WITH THE WIND STRONGER THAN HE LIKED. HE EXTENDED FULL FLAPS & "EASED BACK" POWER. THE APCH WAS STEEP & THE ACFT LANDED SOONER THAN THE PLT HAD EXPECTED. HE STATED THAT THE ACFT TOUCHED DOWN AT AN ANGLE, BOUNCED TWICE, THEN STOPPED IN A NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 1059

10/24/89

GRAND FORKS,ND

A/C Reg. No. N95975

Time (Lcl) - 1515 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - HIGH WIND
 3. FLARE - IMPROPER - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - 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 IMPROPER RECOVERY FROM A BOUNCED LANDING. THE WIND CONDITION WAS CONSIDERED TO BE A
CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1080 7/02/89 ANGEL FIRE,NM A/C Reg. No. N20CF Time (Lc1) - 1535 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	1	2	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - BEECH E33	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 - 3050	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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PHOENIX,AZ	ANGEL FIRE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 17
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 8900/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4300
SE LAND,ME LAND	Months Since - 12	Make/Model- 2100
HELICOPTER	Aircraft Type - E33	Instrument- 300
		Multi-Eng - 39
		Last 24 Hrs - 2
		Last 30 Days- 6
		Last 90 Days- 25
		Rotorcraft - 1750

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT AND 3 PAX BOARDED THE ACFT AT ANGEL FIRE, NM (ELEV 8382 FT MSL) TO RETURN TO PHOENIX, AZ. DENSITY ALT WAS APRX 11,582 FT MSL. THE ACFT, WHICH HAD JUST BEEN SERVICED, HAD 54 GAL OF FUEL ON BOARD AND WAS APRX 30 LBS OVER ITS MAX GROSS WEIGHT LIMIT. THE PLT ELECTED TO TAKE OFF ON RWY 17 (8900 FT X 75 FT, 0.643% UPHILL GRADIENT). HE ROTATED 3 TIMES BEFORE THE ACFT FINALLY LIFTED OFF NEAR THE DEPARTURE END. NUMEROUS WITNESSES OBSERVED THE ACFT FLYING LOW THROUGH THE VALLEY TOWARDS GRADUALLY RISING TERRAIN. IT FINALLY STRUCK TREES AND CRASHED APRX 5 MI FROM THE ARPT AT AN ELEV OF 8813 FT MSL. ONE PAX WAS FATALLY INJURED WHILE ATTEMPTING TO EVACUATE THE BURNING ACFT. PERFORMANCE CHARTS INDICATED THE ACFT WAS CAPABLE OF TAKING OFF UNDER THE PREVAILING CONDITIONS. THE PLT LATER REPORTED THAT TURBULENCE AND DOWNDRAFTS DEGRADED THE ACFT'S CLIMB PERFORMANCE. HE ALSO INDICATED THE ACFT WAS ON THE VERGE OF STALLING THROUGHOUT THE SHORT FLT.

Brief of Accident (Continued)

File No. - 1080

7/02/89

ANGEL FIRE,NM

A/C Reg. No. N20CF

Time (Lcl) - 1535 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UPHILL
5. ROTATION - PREMATURE - PILOT IN COMMAND
6. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
7. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
8. PROPER CLIMB RATE - NOT POSSIBLE -
9. WEATHER CONDITION - DOWNDRAFT
10. WEATHER CONDITION - TURBULENCE
11. OBJECT - TREE(S)
12. STALL/MUSH

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE PILOT, HIS PREMATURE ROTATION FOR TAKEOFF AND SUBSEQUENT FAILURE TO OBTAIN OR
MAINTAIN SUFFICIENT SPEED TO CLIMB, AND HIS FAILURE TO ABORT THE TAKEOFF (WHILE THERE WAS SUFFICIENT RWY REMAINING).
CONTRIBUTING FACTORS WERE: THE PILOT ALLOWED THE AIRCRAFT GROSS WEIGHT TO EXCEED THE MAXIMUM LIMIT, HIGH DENSITY
ALTITUDE, UPHILL RUNWAY GRADIENT, DOWNDRAFT, TURBULENCE, AND TREES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1042 8/06/89 ALBUQUERQUE,NM A/C Reg. No. N64263 Time (Lc1) - 1056 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	1	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - OTHER		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ALBUQUERQUE,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 190/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 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 - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 48
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 42
		Instrument- 0
		Last 30 Days- 1
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

DRG THE FLT, THE ACFT FLEW INTO THE WEST FACE OF THE SANDIA MOUNTAINS AT ABOUT THE 9000 FT LEVEL. BEFORE THE COLLISION, THE STUDENT PILOT CONTACTED ALBUQUERQUE APCH CONTROL & STATED THAT HE WAS FLYING EASTBOUND OVER THE RIO GRANDE RIVER & WAS GOING INTO THE WEST SIDE OF THE MOUNTAINS. HE REQUESTED THAT HIS FRIEND IN MISSOURI BE CALLED & PROVIDED THE PHONE NUMBER AS WELL AS SPELLING THE NAMES OF HIS FRIEND & HIMSELF. WHEN THE CONTROLLER INQUIRED ABOUT THE NATURE OF THE PROBLEM, THE PLT DID NOT SPECIFY. LATER, A SUICIDE NOTE WAS FOUND AT THE PLT'S HOME & FRIENDS REPORTED HE HAD BEEN VERY DESPONDENT SINCE SEPARATION FROM HIS WIFE IN MARCH 1989.

Brief of Accident (Continued)

File No. - 1042

8/06/89

ALBUQUERQUE, NM

A/C Reg. No. N64263

Time (Lc1) - 1056 MDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation OTHER

Finding(s)

1. SUICIDE
 2. OTHER PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT DELIBERATELY FLEW HIS AIRCRAFT INTO THE FACE OF A MOUNTAIN. A CONTRIBUTING FACTOR WAS: THE PSYCHOLOGICAL
CONDITION OF THE PILOT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1168 10/08/89 ALBUQUERQUE,NM A/C Reg. No. N3581D Time (Lcl) - 0930 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	0
NONE	Pass	0	1	1	0

Type of Operation -BLN FIESTA
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - AEROSTAR RX-8
Landing Gear - N/A
Max Gross Wt - 1650
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 360/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

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

FREE BALLOON

Age - 46

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - RX-8

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 80 Last 24 Hrs - 3

Make/Model- 20 Last 30 Days- 15

Instrument- 0 Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & TWO PAX WERE FLYING IN A BALLOON FIESTA. DURING AN ATTEMPT TO LAND IN A PARKING LOT, THE BASKET STRUCK A CABLE (USED AS A PARKING BARRIER), WHICH DAMAGED THE BASKET & BROKE TWO UPRIGHT BASKET SUPPORTS. THE PLT & ONE PAX WERE EJECTED, WHICH RESULTED IN SERIOUS INJURIES. THE BALLOON ROSE INTO THE AIR WITH THE REMAINING PAX ABOARD & TRAVELED UNTIL IT STRUCK A POWER LINE ABOUT ONE MILE AWAY.

Brief of Accident (Continued)

File No. - 1168

10/08/89

ALBUQUERQUE,NM

A/C Reg. No. N3581D

Time (Lcl) - 0930 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. OBJECT - WIRE,STATIC
3. OBJECT - WIRE,TRANSMISSION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S SELECTION OF AN UNSUITABLE AREA (TERRAIN) FOR LANDING. THE STATIC CABLE & POWER LINE WERE
CONSIDERED TO BE RELATED FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1169 10/15/89 ALBUQUERQUE, NM A/C Reg. No. N3166Q Time (Lcl) - 1315 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EL MONTE, CA	CORONADO
Wind Dir/Speed- 260/008 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4010/ 60
Lowest Sky/Clouds - 5500 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)
PRIVATE	Current - YES	Total - 254
SE LAND	Months Since - 5	Last 24 Hrs - 0
	Aircraft Type - C-172	Make/Model- 31
		Last 30 Days- 19
		Instrument- 65
		Last 90 Days- 31
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF FROM A 4010 FT RWY AT AN ELEVATION OF 5280 FT, THE PLT DID NOT USE 10 DEG OF FLAPS AS RECOMMENDED BY THE FLT MANUAL. HE SAID LIFT-OFF WAS AT 90 KTS & HE RAISED THE LANDING GEAR, BUT AFTER THE ACFT CLEARED TREES, HE NOTED THE SPEED WAS STILL AT 90 KTS. THE PLANE STOPPED CLIMBING & SUBSEQUENTLY STRUCK A POWER LINE. IT THEN SETTLED TO THE GROUND WITH THE LANDING GEAR EXTENDED. AFTER TOUCHDOWN, THE GEAR COLLAPSED & THE ACFT SLID TO A STOP. THE ACFT WAS EQUIPPED WITH A BACKUP GEAR EXTENSION SYSTEM, WHICH WOULD AUTOMATICALLY EXTEND THE GEAR BELOW A GIVEN SPEED, EXCEPT WHEN THE OVERRIDE FUNCTION WAS SELECTED. THE AUTOMATIC EXTENSION SPEED WAS 81 KTS AT SEA LEVEL, BUT INCREASED IN A STRAIGHT LINE VARIATION TO 100 KTS AT 10,000 FT. DENSITY ALTITUDE AT THE AIRPORT WAS ABOUT 7000 FT.

Brief of Accident (Continued)

File No. - 1169

10/15/89

ALBUQUERQUE,NM

A/C Reg. No. N3166Q

Time (Lc1) - 1315 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. GEAR RETRACTION - NOT MAINTAINED - PILOT IN COMMAND
 6. OBJECT - WIRE,TRANSMISSION
 7. CLIMB - NOT POSSIBLE -
-

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:
IMPROPER PLANNING/DECISION BY THE PILOT. FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT'S LACK OF
FAMILIARITY WITH THE AIRCRAFT, HIS FAILURE TO USE THE RECOMMENDED FLAP EXTENSION, HIS FAILURE TO MAINTAIN
AN AIRSPEED ABOVE THE AUTOMATIC GEAR EXTENSION SPEED OR USE THE OVERRIDE FEATURE, WHICH ALLOWED THE GEAR
TO EXTEND (PRECLUDING THE ABILITY TO CLIMB), AND THE POWER LINE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1177 3/20/89 SAIPAN,MP, A/C Reg. No. N7470F Time (Lcl) - 1330 HST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - FERRY	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING HIO-360-D1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 190 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- 030/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 3000 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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL	Current - YES	Total - 9541
SE LAND	Months Since - 4	Make/Model- 550
HELICOPTER	Aircraft Type - 206B3	Instrument- 280
		Last 24 Hrs - 2
		Last 30 Days- 90
		Last 90 Days- 271
		Rotorcraft - 9426

Instrument Rating(s) - NONE

-----Narrative-----

THE NEWLY PURCHASED HELICOPTER WAS TRANSPORTED TO SAIPAN BY SHIP IN A CONTAINER. AFTER UNLOADING, THE PILOT, A MECHANIC AND A MECHANIC'S HELPER REASSEMBLED IT ON THE DOCK. THE HELPER WAS SENT TO BUY SOME FUEL FOR THE HELICOPTER, SO IT COULD BE FLOWN FROM THE DOCK TO THE COMPANY BASE AT THE AIRPORT. THE COMPANY HAD BEEN OPERATING TURBINE POWERED HELICOPTERS ONLY; THIS WAS ITS FIRST PISTON POWERED MODEL. THE HELPER WENT TO THE FUEL FACILITY AND BOUGHT 10 GALLONS OF JET-A FUEL, WHICH HE USED TO SERVICE THE HELICOPTER. THE PILOT STARTED THE HELICOPTER, DID A RUN-UP AND TOOK OFF FOR A 3 MILE FLIGHT TO THE AIRPORT. HOWEVER, THE ENGINE LOST POWER AND THE PILOT MADE AN AUTOROTATION TO A SUBMERGED REEF IN ABOUT 3 TO 4 FEET OF WATER.

Brief of Accident (Continued)

File No. - 1177

3/20/89

SAIPAN,MP,

A/C Reg. No. N7470F

Time (Lcl) - 1330 HST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
1. FLUID,FUEL GRADE - IMPROPER
2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - NONE SUITABLE
5. TERRAIN CONDITION - WATER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF MAINTENANCE PERSONNEL TO ASSURE THE HELICOPTER WAS SERVICED WITH THE PROPER GRADE OF FUEL.
A FACTOR REALATED TO THE ACCIDENT WAS: THE LACK OF A SUITABLE LANDING AREA, WHICH RESULTED IN HAVING
TO DITCH THE HELICOPTER IN THE WATER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1190 1/18/89 COLUMBUS, OH A/C Reg. No. N735VZ Time (Lcl) - 0830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire NONE

Crew 0
Pass 0

Fatal 0
0

Injuries
Serious 0
Minor 0
None 1

None 1
1

-----Aircraft Information-----

Make/Model - CESSNA 182Q
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed - 190/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CINCINNATI, OH
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

PORT COLUMBUS INTL
Runway Ident - 23
Runway Lth/Wid - 4483/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 786 Last 24 Hrs - 1
Make/Model - 589 Last 30 Days - 12
Instrument - 112 Last 90 Days - 38
Multi-Eng - 15 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPTD THAT WHILE LANDING, HE "OVERFLARED" AT ABOUT THE SAME TIME THE ACFT ENCOUNTERED A GUST OF WIND. HE SAID HE THEN OVERCORRECTED. SUBSEQUENTLY, THE ACFT LANDED HARD & BOUNCED ABOUT 2 TIMES. THE PLT TAXIED TO THE RAMP, THEN AFTER PARKING, DAMAGE WAS NOTED ON THE PROP & NOSE GEAR.

Brief of Accident (Continued)

File No. - 1190

1/18/89

COLUMBUS, OH

A/C Reg. No. N735VZ

Time (Lc1) - 0830 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER FLARED AND IMPROPER RECOVERY FROM A BOUNCED LANDING. A FACTOR RELATED TO THE ACCIDENT WAS:
THE GUSTY WIND CONDITION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1188 4/24/89 ORWELL, OH A/C Reg. No. N4409V Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 170	Eng Make/Model - CONTINENTAL C-145	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE STRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1300/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 200
SE LAND	Months Since - 9	Last 24 Hrs - 0
	Aircraft Type - CA-65	Make/Model- 21
		Last 30 Days- 2
		Instrument- UNK/NR
		Last 90 Days- 3
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT BEGAN TO TAKE OFF FROM HIS PRIVATE STRIP, WHICH WAS ABOUT 1300' LONG. A PORTION OF THE STRIP HAD RECENTLY BEEN PLOWED & WAS SOFT. RPRTDLY, THE ACFT BEGAN TO DECELERATED DURING THE TAKEOFF ROLL & DID NOT ATTAIN SUFFICIENT SPEED TO CLEAR A FENCE AT THE END OF THE STRIP. THE LEFT MAIN GEAR SNAGGED A WIRE & THE HORIZONTAL STABILIZER HIT A FENCE POST. THE ACFT CLEARED A 2ND FENCE, BUT HIT A 3RD FENCE. IT THEN LANDED, BUT ENCTRD SOFT TERRAIN & SUBSEQUENTLY NOSED OVER.

Brief of Accident (Continued)

File No. - 1188

4/24/89

ORWELL, OH

A/C Reg. No. N4409V

Time (Lcl) - 1700 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. OBJECT - FENCE

Occurrence #2 NOSE OVER
Phase of Operation OTHER

Finding(s)

5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S DECISION TO TAKEOFF ON UNSUITABLE TERRAIN, WHICH RESULTED IN HIS INABILITY TO ATTAIN SUFFICIENT
AIRSPEED TO CLEAR THE FENCE(S) NEAR THE END OF THE RUNWAY. FACTORS RELATED TO THE ACCIDENT WERE: THE SOFT
RUNWAY/TERRAIN CONDITIONS & THE FENCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1092 8/13/89 LOUISVILLE, OH A/C Reg. No. N4688F Time (Lcl) - 1255 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During -LANDING			0	0	0	1	
			0	0	0	1	

-----Aircraft Information-----

Make/Model - CESSNA P206A	Eng Make/Model - CONTINENTAL IO-520-A	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 - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SEBRING, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	YODER
Wind Dir/Speed- 330/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2900/ 300
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 4000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - RAIN SHOWERS		
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 - 995
SE LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - C-172RG	Make/Model- 300
		Last 30 Days- 12
		Instrument- 66
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT JUST BEFORE LANDING, THE ACFT LOST AIRSPEED WHEN IT WAS TOO CLOSE TO THE GROUND TO RECOVER. SUBSEQUENTLY, IT TOUCHED DOWN HARD ON THE GRASS RWY, THE NOSE GEAR SHEARED OFF & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1092

8/13/89

LOUISVILLE, OH

A/C Reg. No. N4688F

Time (Lcl) - 1255 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER FLARE FOR LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1066 8/13/89 PAINESVILLE, OH A/C Reg. No. N69GM Time (Lcl) - 1947 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	1	0
Accident Occurred During - APPROACH			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - ACRODUSTER SA-750	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CASEMENT
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 80
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1450
SE LAND,ME LAND	Months Since - 16	Make/Model- 0
	Aircraft Type - C-310	Instrument- 10
		Multi-Eng - 700
		Last 24 Hrs - 0
		Last 30 Days- 12
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD NO PREVIOUS FLT TIME IN THIS ACFT & WAS PRACTICING GROUND TAXI OPNS. SUBSEQUENTLY, HE ELECTED TO TAKEOFF. WHEN HE TOOK OFF, THE FUEL SELECTOR WAS POSITIONED TO USE FUEL FROM THE UPPER TANK, WHICH WAS NEARLY EMPTY. AFTER THE ACFT CLIMBED TO ABOUT 400 FT AGL, THE ENG LOST POWER FROM FUEL STARVATION. SUBSEQUENTLY, THE ACFT HIT TREES & CRASHED AS THE PLT WAS ATTEMPTING TO GLIDE TO AN OPEN FIELD. THERE WERE APRX 6 GALS OF FUEL REMAINING IN THE ACFT'S LOWER (MAIN) FUEL TANK.

Brief of Accident (Continued)

File No. - 1066

8/13/89

PAINESVILLE, OH

A/C Reg. No. N69GM

Time (Lcl) - 1947 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

5. OBJECT - TREE(S)
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER USE OF THE FUEL SELECTOR FOR TAKEOFF, WHICH RESULTED IN FUEL STARVATION; AND HIS IMPROPER USE
OF EMERGENCY PROCEDURES AFTER THE ENGINE LOST POWER. THE PILOT'S LACK OF FAMILIARITY WITH THE AIRCRAFT AND THE TREES
WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1110 9/18/89 WASH COURTHOUSE, OH A/C Reg. No. N6172K Time (Lcl) - 1610 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 060/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 4500 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>CINCINNATI, OH</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>FAYETTE COUNTY</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 4800/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 40</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 - 38</p> <p>Make/Model- 38</p> <p>Instrument- 7</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 21</p> <p>Last 90 Days- 38</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING A X-COUNTRY FLT, THE STUDENT PLT ENTERED TRAFFIC FOR RWY 22 AT AN INTERMEDIATE ARPT. THE WIND IN THE AREA WAS RPRTD TO BE FROM 060 DEG AT 10 KTS. HE RPRTD THAT ON FINAL APCH, THE ACFT WAS HIGH & THAT HE EXTENDED FULL FLAPS WHEN HE SAW HE "HAD THE RUNWAY MADE." ACCORDING TO A WITNESS, THE ACFT WAS FLARED HIGH, THEN IT PITCHED NOSE DOWN. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED & THE PROP STRUCK THE RWY.

Brief of Accident (Continued)

File No. - 1110

9/18/89

WASH COURTHOUSE, OH

A/C Reg. No. N6172K

Time (Lc1) - 1610 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER FLARE BY THE STUDENT PILOT. FACTORS RELATED TO THE ACCIDENT WERE: THE STUDENT'S SELECTION
OF THE WRONG RUNWAY, AND THE TAILWIND.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1126 10/05/89 COLUMBUS, OH A/C Reg. No. N4875H Time (Lcl) - 1415 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under	- 14 CFR 91	Pass	0	0	0	0
Accident Occurred During	- LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 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	BOLTON FIELD
Wind Dir/Speed	- 160/014 KTS	ATC/Airspace	Runway Ident
Visibility	- 9.0 SM	Type of Flight Plan	- 22
Lowest Sky/Clouds	- 25000 FT THIN BKN	- UNK/NR	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 5200/ 100
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- ASPHALT
Condition of Light	- DAYLIGHT	- TRAFFIC PATTERN	Runway Status
		FULL STOP	- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	- 69	Last 24 Hrs - UNK/NR
	Months Since	- 69	Last 30 Days - UNK/NR
	Aircraft Type	- UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng	- 0
		Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING A HARD LANDING ON A SOLO TRAINING FLIGHT, THE NOSE GEAR COLLAPSED & THE AIRCRAFT NOSED OVER. THE STUDENT BELIEVED HE FLARED TOO HIGH, WHICH ALLOWED THE AIRCRAFT TO TOUCHDOWN HARD & BOUNCE.

Brief of Accident (Continued)

File No. - 1126

10/05/89

COLUMBUS,OH

A/C Reg. No. N4875H

Time (Lcl) - 1415 EDT

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
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE STUDENT PILOT'S IMPROPER FLARE AND IMPROPER RECOVERY FROM A BOUNCED LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1132 10/07/89 TOLEDO, OH

A/C Reg. No. N6306W

Time (Lcl) - 1440 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 - INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -APPROACH

-----Aircraft Information-----

Make/Model - PIPER PA-28

Eng Make/Model - LYCOMING O-320-E2A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1950

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 320/011 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 5500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

AKRON, OH

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - GO AROUND

FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

TOLEDO EXPRESS

Runway Ident - 25

Runway Lth/Wid - 8699/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 40

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 61 Last 24 Hrs - 3

Make/Model- 14 Last 30 Days- 14

Instrument- UNK/NR Last 90 Days- 14

Multi-Eng - 0 Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SOLO X-COUNTRY FLT, AS THE STUDENT PLT WAS FLARING TO LAND ON RWY 25, HE CHOSE TO GO AROUND WHEN THE ACFT BEGAN TO DRIFT TO THE LEFT SIDE OF THE RWY. HOWEVER, THE ACFT TOUCHED DOWN, SO THE ATTEMPTED GO-AROUND WAS ABORTED. SUBSEQUENTLY, THE ACFT SWERVED RIGHT, THEN LEFT ON THE RWY. DURING THE SWERVE TO THE LEFT, THE RIGHT WING TIP STRUCK THE RWY. THE WIND WAS REPORTED TO BE FROM THE NORTHWEST AT 11 TO 15 KTS.

Brief of Accident (Continued)

File No. - 1132

10/07/89

TOLEDO, OH

A/C Reg. No. N6306W

Time (Lcl) - 1440 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. GO-AROUND - ATTEMPTED -
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
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 A GROUND SWERVE. FACTORS RELATED TO THE
ACCIDENT WERE: THE CROSSWIND AND THE PILOT'S IMPROPER COMPENSATION FOR WIND CONDITION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1131 10/13/89 COLUMBUS, OH A/C Reg. No. N24800 Time (Lcl) - 1516 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	0	0	1
Accident Occurred During	-LANDING				0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	ADRAIN, MI			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		OHIO STATE UNIV	
Wind Dir/Speed	- 170/004 KTS	ATC/Airspace		Runway Ident	- 09L
Visibility	- 5.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2994/ 100
Lowest Sky/Clouds	- 15000 FT THIN BKN	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	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 118	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 19	Last 30 Days - 12
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - 19
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A X-COUNTRY FLT, THE ACFT BOUNCED & ENTERED A PORPOISE AS THE STUDENT WAS LANDING AT AN INTERMEDIATE AIRPORT. THE STUDENT TRIED TO RECOVER, BUT AFTER THE 3RD BOUNCE, THE ACFT WAS DAMAGED & CAME TO REST IN A NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 1131

10/13/89

COLUMBUS, OH

A/C Reg. No. N24800

Time (Lcl) - 1516 EDT

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
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER FLARE AND RECOVERY FROM A BOUNCED LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1129 11/08/89 CINCINNATI, OH A/C Reg. No. N601LC Time (Lcl) - 0900 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
Injuries	0	0	0	1
	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER 601P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-S1A5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- LIGHT AND VARIABLE

Visibility - 4.000 SM

Lowest Sky/Clouds - 1000 FT SCATTERED

Lowest Ceiling - 2000 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LANSING, MI

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - VOR/DME

FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

CINCINNATI-BLUE ASH

Runway Ident - 24

Runway Lth/Wid - 3500/ 75

Runway Surface - ASPHALT

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - 601P

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2100 Last 24 Hrs - 1

Make/Model- 260 Last 30 Days- 16

Instrument- 383 Last 90 Days- 43

Multi-Eng - 867

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG A VOR RWY 24 APCH, THE ACFT BROKE OUT OF CLOUDS ABOUT 3/4 MI FROM THE RWY, BUT WAS TOO FAR RIGHT FOR A LANDING, SO THE PLT CIRCLED TO THE LEFT. WHILE ATTEMPTING TO ALIGN THE ACFT WITH THE RWY, HE ENTERED A STEEP TURN, WHICH SOME WITNESSES ESTIMATED TO BE ABOUT 60 DEG. ALSO, THE PLT STATED THAT HE "THROTTLED BACK A LITTLE" DRG THE DSCNDG TURN. SUBSEQUENTLY, THE ACFT STALLED. THE PLT LEVELED THE WINGS & APPLIED FULL POWER, TO RECOVER, BUT THE ACFT CONTD TO SETTLE. IT TOUCHED DOWN AT THE EDGE OF A ROAD (SHORT OF THE RWY) & THE LANDING GEAR HIT A CURB & COLLAPSED. THE ACFT THEN SLID 293 FT & STOPPED WITH MAJOR DAMAGE TO THE RIGHT WING.

Brief of Accident (Continued)

File No. - 1129

11/08/89

CINCINNATI, OH

A/C Reg. No. N601LC

Time (Lc1) - 0900 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CIRCLING (IFR)

Finding(s)

1. MANEUVER - EXCESSIVE - PILOT IN COMMAND
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH

Finding(s)

4. TERRAIN CONDITION - ROADWAY/HIGHWAY
 5. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT FAILED TO MAINTAIN ADEQUATE AIRSPEED WHILE MANEUVERING TO CIRCLE AND LAND, WHICH RESULTED
IN AN INADVERTENT STALL. FACTORS RELATED TO THE ACCIDENT WERE: THE EXCESSIVE MANEUVER (STEEP TURN)
AND TERRAIN CONDITIONS (ROAD AND CURB) SHORT OF THE RUNWAY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1062 4/27/89 OWASSO,OK A/C Reg. No. N5160D Time (Lcl) - 0850 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 -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	TULSA,OK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	OWASSO,OK	GUNDY'S
Wind Dir/Speed- 170/016 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 214
SE LAND	Months Since - 6	Make/Model- 55
	Aircraft Type - C-182	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DRG A PREFLIGHT, THE PLT CHECKED THE FUEL GAUGES, BUT DID NOT VISUALLY CHECK THE FUEL LEVEL IN THE TANKS. WHILE IN FLT, ABOUT 5 MI FROM THE DESTINATION, THE ENG LOST POWER. THE PLT WAS UNABLE TO REACH THE DESTINATION ARPT, SO HE TRIED TO LAND IN AN OPEN FIELD. HOWEVER, HE WAS ALSO UNABLE TO CLEAR OVER TREES BEFORE REACHING THE FIELD. THE ACFT HIT A TREETOP, THEN CRASHED TO THE GROUND. AN EXAM AFTER THE ACDNT REVEALED THERE WAS NO FUEL IN THE WING TANKS OR GASCOLATOR.

Brief of Accident (Continued)

File No. - 1062

4/27/89

OWASSO,OK

A/C Reg. No. N5160D

Time (Lcl) - 0850 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

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

4. OBJECT - TREE(S)
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE PREFLIGHT BY THE PILOT, WHICH RESULTED IN FUEL EXHAUSTION FROM LACK OF FUEL. THE PRESENCE OF TREES WAS
WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1073 5/19/89 HARRAH, OK A/C Reg. No. N1275C Time (Lcl) - 1455 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 177B	Eng Make/Model - LYCOMING O-360-A1F6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point OKLAHOMA CITY, OK	ON AIRSTRIP
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	STECIAK
Basic Weather - VMC	ATC/Airspace	Runway Ident - 18
Wind Dir/Speed- 180/004 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 2440/ 30
Visibility - 7.0 SM	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - NONE		SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 106
SE LAND	Months Since - 14	Make/Model- 1
	Aircraft Type - C-172	Instrument- 6
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 2
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE LNDG ON A SOD STRIP, THE ACFT VEERED LEFT AFTER IT HAD TOUCHED DOWN. HE OVERCORRECTED & THE ACFT ENTERED TALL GRASS ON THE RGT SIDE OF THE STRIP. THE PLT ATTEMPTED TO GO-AROUND, BUT CHANGED HIS MIND BECAUSE HE DID NOT BELIEVE THE ACFT WOULD CLEAR TREES AT THE DEPARTURE END OF THE RWY. SUBSEQUENTLY, IT HIT A BERM & TREES, WHICH RESULTED IN ACFT DAMAGE. THE PLT HAD LESS THAN 1 HR OF FLT TIME IN THIS MAKE & MODEL OF ACFT.

Brief of Accident (Continued)

File No. - 1073

5/19/89

HARRAH,OK

A/C Reg. No. N1275C

Time (Lc1) - 1455 CDT

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
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ABORTED

Finding(s)

4. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ABORTED

Finding(s)

6. TERRAIN CONDITION - BERM

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

7. OBJECT - TREE(S)

-----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 DURING THE LANDING, WHICH RESULTED IN AN INADVERTENT GROUND SWERVE; AND HIS IMPROPER PLANNING/DECISION (INDECISION) CONCERNING AN ATTEMPTED GO-AROUND. THE PILOT'S LACK OF EXPERIENCE IN THE TYPE OF AIRCRAFT AND THE HIGH VEGETATION, BERM, AND TREES WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1158

7/07/89

GUYMON,OK

A/C Reg. No. N788Y

Time (Lcl) - 1915 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

	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

Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN G-164

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3750

No. of Seats - 1

Eng Make/Model - P&W R-985-AN-14B

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

Basic Weather - VMC

Wind Dir/Speed- 080/007 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOOKE,OK

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 40

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 12000	Last 24 Hrs	- 6
Make/Model-	2500	Last 30 Days-	40
Instrument-	190	Last 90 Days-	120
Multi-Eng -	650	Rotorcraft -	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING PULLUP FOR A TURNAROUND MANEUVER, THE ENG FELL FROM THE AG AIRPLANE. CONTROL WAS LOST & THE AIRPLANE HIT FLAT IN A FIELD. A POST ACDNT INVESTIGATION REVEALED THE UPPER RIGHT ENG MOUNT (FIREWALL ATTACH BOLT) HAD FAILED FROM FATIGUE. THE LOWER RIGHT BOLT HAD ALSO FAILED PRIOR TO ENG SEPARATION, BUT ITS FACTURE SURFACE WAS TOO BADLY DAMAGED TO VERIFY THE REASON OF FAILURE. THE UPPER LEFT & LOWER LEFT ATTACH BOLTS WERE FOUND NECKED DOWN AT THEIR RESPECTIVE FRACTURES FROM OVERLOAD FAILURE.

Brief of Accident (Continued)

File No. - 1158

7/07/89

GUYMON,OK

A/C Reg. No. N788Y

Time (Lc1) - 1915 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. ENGINE ASSEMBLY,MOUNT - FATIGUE
 2. ENGINE ASSEMBLY,MOUNT - FAILURE,TOTAL
 3. ENGINE ASSEMBLY - SEPARATION
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

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 UPPER RIGHT ENGINE MOUNT (FIREWALL ATTACH BOLT) DUE TO FATIGUE, AND FAILURE OF THE LOWER RIGHT
MOUNTING BOLT FOR AN UNKNOWN REASON, WHICH ALLOWED OVERLOAD FAILURE OF THE TWO REMAINING MOUNTING BOLTS AND
SEPARATION OF THE ENGINE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1133 8/12/89 MARIETTA,OK A/C Reg. No. N252WW Time (Lc1) - 1350 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
3

-----Aircraft Information-----

Make/Model - MOONEY M20K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-MB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 215 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ADDISON, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

MCGHEE CATFISH
Runway Ident - 17
Runway Lth/Wid - 2450/ 55
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - M20K

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 1375 Last 24 Hrs - 1
Make/Model- 697 Last 30 Days- 4
Instrument- 168 Last 90 Days- 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LANDING, THE ACFT TOUCHED DOWN ABOUT 1/3 OF THE WAY DOWN THE RWY. THE PLT FELT UNCOMFORTABLE ABOUT THE LANDING, BUT HESITATED BEFORE ELECTING TO GO AROUND. DURING THE GO-AROUND, HE ESTABLISHED A CLIMB & BEGAN RAISING THE FLAPS, BUT WAS UNABLE TO WATCH THE FLAP INDICATOR TO STOP THE FLAPS AT THE "TAKEOFF" POSITION. SUBSEQUENTLY, THE ACFT CRASHED IN THE TOPS OF TREES ON LOWER TERRAIN BEYOND THE DEP END OF THE RWY.

Brief of Accident (Continued)

File No. - 1133

8/12/89

MARIETTA,OK

A/C Reg. No. N252WW

Time (Lc1) - 1350 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

1. ABORTED LANDING - DELAYED - PILOT IN COMMAND
 2. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
 3. AIRSPEED(V2 MIN) - INADEQUATE - PILOT IN COMMAND
 4. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S DELAY IN ABORTING THE LANDING (GOING AROUND) AND HIS IMPROPER RAISING OF THE FLAPS AT AN INADEQUATE
AIRSPEED.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1067 8/28/89 PAULS VALLEY,OK A/C Reg. No. N7593J Time (Lcl) - 2104 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 1	2	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28R-180	Eng Make/Model - LYCOMING IO-360-B1E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TISHOMINGO,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OKLAHOMA CITY,OK	
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 - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 83
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 7
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 15
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD BEEN REFUELED AT A NRBY ARPT BEFORE THIS PLT STARTED HIS FLT. HE TOOK OFF & FLEW THE ACFT FROM OKLAHOMA CITY TO TISHOMINGO, OK, WITH THE FUEL SELECTOR PSND TO THE RIGHT TANK (THE TANK THAT WAS LAST USED BY THE PREVIOUS PLT). ON THE RTRN FLT TO OKLAHOMA CITY AT NIGHT, THE PLT'S FATHER NOTICED THE RIGHT GAGE INDCD EMPTY WHILE THE LEFT INDCD FULL. PLT COULD NOT FIND THE FUEL SELECTOR VALVE & REQUESTED HELP FROM ARTCC. BEFORE THEY COULD HELP HIM, THE ENG LOST POWER. THERE HAPPENED TO BE A PLT AT ARTCC, WHO WAS FAMILIAR WITH THE PA-28. BY THE TIME HE WAS FOUND & INFO WAS PASSED TO THE PLT OF N7593J, THE ACFT HAD NRLY DSCNDD TO THE GROUND. AS THE PLT WAS REACHING FOR THE FUEL SELECTOR, THE ACFT HIT TREES & CRASHED. LATER, THE PLT SAID HE HAD NEVER OPERD THE LANDING GEAR OR FUEL SELECTOR DRG HIS CHECKOUT IN THE AIRCRAFT. HE THOUGHT THE FUEL SELECTOR WAS ON THE FLOOR, BETWEEN THE SEATS, BUT IT WAS LOCATED ON THE LEFT WALL OF THE COCKPIT, NEAR THE PLT'S LEFT KNEE. THE FUEL SELECTOR WAS FOUND PSND TO THE EMPTY RIGHT TANK.

Brief of Accident (Continued)

File No. - 1067

8/28/89

PAULS VALLEY,OK

A/C Reg. No. N7593J

Time (Lcl) - 2104 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND
3. FLUID,FUEL - STARVATION
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
5. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
6. INADEQUATE TRANSITION/UPGRADE TRAINING - FLIGHT INSTRUCTOR(ON GROUND)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

8. LIGHT CONDITION - DARK NIGHT
9. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE PILOT, HIS LACK OF UNDERSTANDING OF THE PROCEDURES FOR OPERATING THE AIRCRAFT,
HIS IMPROPER USE OF THE FUEL SELECTOR IN MANAGING HIS FUEL SUPPLY, FUEL STARVATION, AND THE PILOT'S FAILURE TO KNOW AND
FOLLOW THE EMERGENCY PROCEDURES WHEN THE ENGINE LOST POWER. CONTRIBUTING FACTORS WERE: INADEQUATE TRANSITION TRAINING
PROVIDED BY THE INSTRUCTOR PILOT, THE PILOT'S LACK OF FAMILIARITY WITH THE AIRCRAFT, THE DARK NIGHT, AND THE TREES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1196 9/06/89 BETHANY,OK A/C Reg. No. N732XW Time (Lcl) - 2155 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Fatal	Injuries		
	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 210P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-P
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 150/013 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point

EVANSVILLE,IN

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - VFR

Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WILEY POST

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 - 52

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1800 Last 24 Hrs - 7

Make/Model- 519 Last 30 Days- 24

Instrument- 262 Last 90 Days- 47

Multi-Eng - 371

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A VISUAL APCH TO LAND AT NIGHT, THE ENG LOST POWER AT ABOUT 400' AGL. THE PLT SAID THE LANDING LIGHTS PROVIDED SUFFICIENT LIGHTING TO LAND SAFELY, BUT HE WAS UNABLE TO SEE HAY BALES OR AN APCH LIGHT POLE IN THE EMERGENCY LANDING AREA IN TIME TO AVOID THEM. SUBSEQUENTLY, THE ACFT WAS DAMAGED BY A HAY BALE & THE LIGHT POLE. THE ACFT HAD BEEN SVCD WITH 87 GAL OF FUEL, WHICH WAS SUFFICIENT FOR THE 3 HR & 25 MIN FLT. HOWEVER, AN EXAM REVEALED THE FUEL TANKS WERE NEARLY EMPTY. A FURTHER EXAM REVEALED THAT THE FUEL LINE FROM THE FIREWALL TO THE ENG WAS ONLY FINGER TIGHT AT THE CONNECTION WITH THE ENG.

Brief of Accident (Continued)

File No. - 1196

9/06/89

BETHANY,OK

A/C Reg. No. N732XW

Time (Lcl) - 2155 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM,LINE - LOOSE
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
3. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. OBJECT - OTHER
6. OBJECT - APPROACH LIGHT/NAVAID

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
A LOOSE FUEL LINE CONNECTION, DUE TO INADEQUATE MAINTENANCE, WHICH RESULTED IN FUEL STARVATION. FACTORS
RELATED TO THE ACCIDENT WERE: DARKNESS AND THE OBSTRUCTIONS (HAY BALE & APPROACH LIGHT POLE) IN THE
EMERGENCY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1075

7/12/89

SAN JUAN, PR

A/C Reg. No. N7062A

Time (Lcl) - 1240 AST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-AMERICAN AIRLINES	NONE		Fatal		Serious	Minor	None
Type of Operation	-SCHEDULED, INTL, PASSENGER	Fire	Crew	0	0	0	0	9
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0	235
Accident Occurred During	-TAXI		Other	1	0	0	0	0

-----Aircraft Information-----

Make/Model	- AIRBUS A300	Eng Make/Model	- GE CF6	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 380500	Engine Type	- TURBOFAN		
No. of Seats	- 267	Rated Power	- 61500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELETYPE	SUN JUAN, PR	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SANTO DOMINGO	LUIS M MORIN
Wind Dir/Speed- 090/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 29600
ME LAND	Months Since - 2	Last 24 Hrs - 5
	Aircraft Type - A300	Make/Model- 685
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 235
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRBUS A300 (AMERICAN FLT 699) WAS BEING PUSHED BACK BY A RAMP CREW IN PREPARATION FOR A SCHEDULED INTL PASSENGER FLT. WITNESSES STATED THAT THEY OBSERVED THE RAMP GUIDE (WHO WAS USING THE GROUND-TO-COCKPIT MICROPHONE) WALK BEHIND THE NOSE GEAR AT LEAST ONCE BEFORE THE ACDNT OCCURRED. SUBSEQUENTLY, AS HE WAS WALKING BEHIND THE NOSE GEAR AGAIN, HE STUMBLED & THE NOSE GEAR TIRES ROLLED OVER HIS UPPER BODY, WHICH RESULTED IN CRUSHING THORACIC INJURIES. RECORDS SHOWED THAT THE RAMP GUIDE HAD RCVD SAFETY TRAINING & WAS QUALIFIED FOR THE DUTIES THAT HE WAS PERFORMING.

Brief of Accident (Continued)

File No. - 1075

7/12/89

SAN JUAN, PR

A/C Reg. No. N7062A

Time (Lcl) - 1240 AST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - PUSHBACK/TOW

Finding(s)

1. OBJECT - OTHER PERSON
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - GROUND PERSONNEL
3. OVER CONFIDENCE IN PERSONAL ABILITY - GROUND PERSONNEL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE RAMP GUIDE (GROUND PERSONNEL) TO FOLLOW NORMAL SAFETY PROCEDURES. HIS OVER CONFIDENCE IN HIS
PERSONAL ABILITY WAS CONSIDERED TO BE A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1017 7/16/89 LUQUILLO,PR A/C Reg. No. N999MA Time (Lcl) - 0712 AST

-----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	IN FLIGHT	Pass 0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 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	SAN JUAN,PR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ST. THOMAS,VI	
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6700
SE LAND,ME LAND	Months Since - 9	Make/Model- 3000
	Aircraft Type - C-172	Instrument- 55
		Multi-Eng - 2500
		Last 24 Hrs - 2
		Last 30 Days- 20
		Last 90 Days- 70
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DRG FLT OVER THE OCEAN, HE SMELLED AN ODOR OF SOMETHING BURNING. SHORTLY AFTERWARD, THE ENG LOST POWER. THE PLT WAS ABLE TO GLIDE THE ACFT TO ABOUT 1/2 MI FROM SHORE, THEN HE DITCHED IT IN THE OCEAN. LATER, THE ACFT WAS RECOVERED. AN EXAM REVEALED THE LEFT EXHAUST STACK HAD FAILED & THE ESCAPING EXHAUST GASES HAD RESULTED IN AN ENG COMPARTMENT FIRE.

Brief of Accident (Continued)

File No. - 1017

7/16/89

LUQUILLO,PR

A/C Reg. No. N999MA

Time (Lcl) - 0712 AST

Occurrence #1 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)

1. EXHAUST SYSTEM,STACK - FAILURE,TOTAL
2. ENGINE COMPARTMENT - FIRE

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - WATER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE LEFT EXHAUST STACK WHICH RESULTED IN AN ENGINE FIRE, LOSS OF ENGINE POWER, AND SUBSEQUENT DITCHING
OF THE ACFT IN OCEAN WATERS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1161 8/23/89 PONCE, PR A/C Reg. No. N955B Time (Lcl) - 1209 AST

-----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 - BELL 47G	Eng Make/Model - FRANKLIN 6V-350	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 - 3	Rated Power - 235 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BORINQUEN, PR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MERCEDITA
Wind Dir/Speed- 130/020 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5529/ 100
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 116
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 77
		Last 30 Days- 7
		Instrument- 0
		Last 90 Days- 22
		Rotorcraft - 77

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON AN APCH TO LAND ON A X-COUNTRY FLT, WHEN THE AFT TAIL ROTOR DRIVE SHAFT (PN: 47-644-187) FAILED AT ABOUT 40' AGL. HE RPRTD THE HELICOPTER BEGAN TO SPIN TO THE RIGHT, SO HE CLOSED THE THROTTLE & THE SPINNING STOPPED. HE PULLED UP ON THE COLLECTIVE TO CUSHION THE LANDING, BUT RAN OUT OF COLLECTIVE PITCH AT ABOUT 10' ABOVE THE GROUND. SUBSEQUENTLY, THE HELICOPTER TOUCHED DOWN HARD, DAMAGING THE TAIL ROTOR & TAIL BOOM. THE TAIL ROTOR DRIVE SHAFT HAD FAILED JUST FORWARD OF THE 90 DEG GEAR BOX.

Brief of Accident (Continued)

File No. - 1161

8/23/89

PONCE, PR

A/C Reg. No. N955B

Time (Lcl) - 1209 AST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE -

Occurrence #3 FORCED LANDING
Phase of Operation LANDING

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE AFT TAIL ROTOR DRIVE SHAFT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1163 9/03/89 CAYEY, PR A/C Reg. No. N37870 Time (Lcl) - 1730 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 - BELL 47G-2	Eng Make/Model - LYCOMING VO-435-A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	CAROLINA, PR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 100/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1800 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 179
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 57
		Last 30 Days- 3
		Last 90 Days- 25
		Rotorcraft - 57

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PLT HAD A SINGLE ENG LAND RATING & WAS TRAINING AS A STUDENT FOR A HELICOPTER RATING. WHILE ON A LOCAL FLT AT ABOUT 300 FT AGL, HE NOTED A DECREASE IN ROTOR RPM. HE RPRTD THAT HE TRIED TO INCREASE THE RPM BY ADVANCING THE THROTTLE, BUT THERE WAS NO RESPONSE. SUBSEQUENTLY, THE PLT LANDED THE HELICOPTER IN TREES, WHEN HE WAS UNABLE TO REACH A CLEARING. NO REASON WAS FOUND FOR THE RPRTD LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1163

9/03/89

CAYEY,PR

A/C Reg. No. N37870

Time (Lcl) - 1730 AST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. AUTOROTATION

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
LOSS OF ENGINE POWER FOR AN UNKNOWN REASON. A FACTOR RELATED TO THE ACCIDENT WAS: THE PRESENCE OF TREES
IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1047 7/11/89 TOWNSEND, TN A/C Reg. No. N8855B Time (Lcl) - 1328 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2075	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	KNOXVILLE, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	MACON, GA	
Wind Dir/Speed- 330/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 92
SE LAND	Months Since - 17	Make/Model- 15
	Aircraft Type - C-150	Instrument- 3
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days- 3
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPD DAYTON, OH, AT ABOUT 0800 ON A FLT TO MACON, GA. HE MADE AN EN ROUTE STOP AT CROSSVILLE, TN. DUE TO WX ON HIS ROUTE, HE CHOSE TO FLY TO KNOXVILLE (DKX), TN, TO REFUEL, THEN GO DIRECT TO MACON. AFTER REFUELING AT DKX, THE PLT DEPD FOR A DIRECT FLT OVER THE MTNS. HE STATED THAT THE PEAKS WERE TOO HIGH AND HE FOUND A MTN VALLEY LEADING TO A PASS ACROSS THE RIDGE LINE. HE OBSERVED CUMULUS CLOUDS OVER THE PEAKS. BEFORE REACHING THE CREST, THE CLOUDS BEGAN TO MOVED IN AROUND HIM. HE STARTED A TURN BACK TO AVOID THE CLOUDS, BUT THE LNDG GEAR BRUSHED THE TREES. SUBSEQUENTLY, THE ACFT CRASHED. PERSONNEL HIKING IN THE AREA HEARD THE CRASH, FOUND THE ACFT, GAVE FIRST AID TO THE PLT, & OBTAINED HELP FROM PARK RANGERS. THE PLT WAS EVACUATED BY HELICOPTER AFTER DELAYS DUE TO THUNDERSTORMS IN THE AREA. THE PLT INDCD HE WAS TAKING PRESCRIPTION DRUGS. A TOXICOLOGY CHECK SHOWED HIS BLOOD CONTAINED 0.095 MG/L OF NORDIAZEPAM. CANNABINOIDS WERE DETECTED IN HIS URINE, BUT NONE WAS FOUND IN HIS BLOOD.

Brief of Accident (Continued)

File No. - 1047

7/11/89

TOWNSEND, TN

A/C Reg. No. N8855B

Time (Lcl) - 1328 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. TERRAIN CONDITION - HIGH TERRAIN
 3. WEATHER CONDITION - CLOUDS
 4. WEATHER CONDITION - LOW CEILING
 5. IN FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
 6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 7. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 9. OBJECT - TREE(S)
 10. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----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 DELAY IN INITIATING REMEDIAL ACTION, WHEN HE ENCOUNTERED
LOW CEILINGS OVER MOUNTAINOUS TERRAIN, WHICH RESULTED IN HIS INABILITY TO MAINTAIN SUFFICIENT ALTITUDE. CONTRIBUTING
FACTORS WERE: THE PILOT'S INADEQUATE PREFLIGHT PLANNING/DECISION, HIS FAILURE TO USE IN-FLIGHT WEATHER BRIEFING
SERVICE, HIS PROBABLE PHYSICAL IMPAIRMENT FROM MEDICATION/DRUGS, AND THE TERRAIN AND WEATHER CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1077 1/21/89 WICHITA FALLS, TX A/C Reg. No. N88785 Time (Lcl) - 1015 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Crew
Pass
NONE

-----Aircraft Information-----

Make/Model - HILLER OH-23B
Landing Gear - SKID
Max Gross Wt - 2500
No. of Seats - 3

Eng Make/Model - FRANKLIN D-335-6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 210 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 180/010 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WICHITA FALLS, TX

Destination

HOLLIDAY, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WICHITA VALLEY

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

HELICOPTER

Age - 30
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - 12B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 53
Last 24 Hrs - 1
Make/Model- 50
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT AFTER HE HAD FLOWN ABOUT 45 MIN, HE LANDED AT THE WICHITA VALLEY ARPT, THEN TOOK OFF FOR A RTRN FLT TO HOLLIDAY, TX. SHORTLY AFTER DEPARTING THE WICHITA VALLEY ARPT, WHILE EN ROUTE AT ABOUT 500' AGL, THE ENG "MISSED A FEW TIMES." THE PLT TURNED TO LAND AT THE ARPT, BUT THE ENG SUBSEQUENTLY LOST ALL POWER. THE PLT MADE AN AUTOROTATIVE LANDING IN A WHEAT FIELD; HOWEVER, DRG THE LANDING, THE HELICOPTER TOUCHED DOWN HARD & WAS DAMAGED. THE LANDING WAS ON A NORTHERLY HEADING. THE 1001 CST WIND AT WICHITA FALLS WAS FROM 180 DEG AT 10 KTS. NO PREIMPACT MECHANICAL PROBLEM WAS FOUND DRG THE INVESTIGATION. THE TEMP & DEW POINT WERE 49 & 24 DEG, RESPECTIVELY. ACCORDING TO CARB ICING CHARTS, CONDITIONS WERE CONDUCIVE FOR CARB ICING. THE PLT RPRTD HE WAS OPERATING WITH THE CARB HEAT APRX 1/4 "ON."

Brief of Accident (Continued)

File No. - 1077

1/21/89

WICHITA FALLS, TX

A/C Reg. No. N88785

Time (Lcl) - 1015 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION
-

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. WEATHER CONDITION - TAILWIND
 6. FLARE - IMPROPER - PILOT IN COMMAND
 7. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER USE OF THE CARBURETOR HEAT DURING FLIGHT AND HIS IMPROPER FLARE DURING AN AUTOROTATIVE LANDING.
CONTRIBUTING FACTORS WERE: CARBURETOR ICING CONDITIONS, IMPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT, A TAILWIND
DURING THE LANDING, AND THE PILOT'S LACK OF RECENT EXPERIENCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1076 1/31/89 ORE CITY, TX A/C Reg. No. N4745B Time (Lcl) - 0058 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	0
Accident Occurred During - LANDING					1

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SHREVEPORT, LA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DALLAS, TX	
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 93
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 62
		Instrument- 1
		Multi-Eng - 0
		Last 30 Days- 38
		Last 90 Days- 93
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A X-COUNTRY FLT AT NIGHT WHEN THE ENG FAILED. HE MADE AN EMERGENCY (MAYDAY) TRANSMISSION & LOOKED FOR A PLACE TO LAND. BY LOOKING FOR LIGHTS, HE LOCATED A ROAD FOR A FORCED LANDING. DRG THE LANDING ROLL-OUT, THE ACFT BOUNCED, ANGLED TO THE LEFT & ENCOUNTERED A DRAINAGE DITCH & CULVERTS. SUBSEQUENTLY, THE ACFT NOSED OVER. A TEARDOWN OF THE ENG REVEALED THE CENTER CRANKSHAFT BEARING HAD ROTATED IN ITS SEAT SUFFICIENTLY TO BLOCK THE OIL PASSAGE FROM THIS BEARING TO THE #3 CONNECTING ROD BEARING. EVENTUALLY, THE #3 CONNECTING ROD FAILED & FRACTURED THE ENG CASE. THE AFT MAIN BEARING HAD ALSO TURNED SLIGHTLY IN ITS SEAT, BUT TO A LESSER DEGREE. THE ENG HAD ACCUMULATED 2263 HRS OF OPN SINCE IT WAS LAST OVERHAULED ON 8/31/84. THE MANUFACTURER RECOMMENDED IT BE OVERHAULED AT 2000 HR INTERVALS.

Brief of Accident (Continued)

File No. - 1076

1/31/89

ORE CITY, TX

A/C Reg. No. N4745B

Time (Lcl) - 0058 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MAINTENANCE, OVERHAUL, MAJOR - NOT PERFORMED - COMPANY/OPERATOR MGMT
2. ENGINE ASSEMBLY, BEARING - SLIPPED
3. FLUID, OIL - STARVATION
4. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. TERRAIN CONDITION - ROADWAY/HIGHWAY
7. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
8. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
SLIPPAGE OF THE CENTER CRANKSHAFT BEARING, WHICH RESULTED IN OIL STARVATION AND SUBSEQUENT FAILURE OF
THE #3 CONNECTING ROD. CONTRIBUTING FACTORS WERE: THE AIRCRAFT OWNER'S CONTINUED OPERATION OF THE ENGINE
BEYOND THE MANUFACTURER'S RECOMMENDED OVERHAUL PERIOD, THE DARK NIGHT, THE PILOT'S FAILURE TO MAINTAIN
ROADWAY ALIGNMENT DURING THE LANDING, AND THE DITCH/CULVERTS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1053 2/02/89 SAN ANGELO, TX A/C Reg. No. N8096Z Time (Lcl) - 2050 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -CRUISE						

-----Aircraft Information-----

Make/Model - CESSNA U206	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/YES
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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	RED BLUFF LAKE, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	NASWORTHY LAKE, TX	
Wind Dir/Speed- 030/017 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----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 - 569
SE LAND, SE SEA	Months Since - 4	Last 24 Hrs - 5
	Aircraft Type - PA-28R	Make/Model- 151
		Last 30 Days- 21
		Instrument- 58
		Last 90 Days- 40
		Multi-Eng - 1
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLOAT PLANE PLT WAS ON A VFR FLT AT NIGHT TO NASWORTHY LAKE NEAR SAN ANGELO, TX. HE CONTINUED INTO DETERIORATING WX CONDITIONS. SUBSEQUENTLY, WHILE CRUISING BELOW THE CLOUDS, THE ACFT IMPACTED TERRAIN AT AN ELEV OF ABOUT 2500' MSL. IN A WRITTEN STATEMENT, THE PLT STATED THAT HE WAS ATTEMPTING TO MAINTAIN 3500' MSL & ENCOUNTERED STRONG DOWNDRAFTS. HOWEVER, IN EARLIER CONVERSATIONS WITH AN FAA COORDINATOR, HE INDICATED HE WAS TRYING TO MAINTAIN A LOWER ALTITUDE (APRX 200' AGL). RPRTDLY, IMPACT OCCURRED AS THE ACFT WAS FLYING AT ABOUT 90 KTS.

Brief of Accident (Continued)

File No. - 1053

2/02/89

SAN ANGELO, TX

A/C Reg. No. N8096Z

Time (Lcl) - 2050 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - FOG
 4. WEATHER CONDITION - RAIN
 5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CRUISE

Finding(s)

6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO MAINTAIN ADEQUATE ALTITUDE DURING CONTINUED FLIGHT INTO KNOWN ADVERSE WEATHER. THE WEATHER
CONDITIONS AND DARK NIGHT WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1052 2/14/89 SEMINOLE, TX A/C Reg. No. N5258L Time (Lcl) - 1410 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation -BUSINESS	Fire	Crew	0	0	1	0	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0	
Accident Occurred During -LANDING							

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAYRE, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ODESSA, TX	Runway Ident - N/A
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .500 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 - OBSCURED	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- FOG		
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 - 2500
SE LAND, SE SEA	Months Since - 2	Last 24 Hrs - 5
	Aircraft Type - PA-28	Make/Model- 65
		Last 30 Days- 5
		Instrument- 120
		Last 90 Days- 28
		Multi-Eng - 700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RCVD A WX BRIEFING AT 0543 CST FOR A FLT AT 0730 CST, FROM OKLAHOMA CITY, OK, TO SAYRE, TX. WHILE AT SAYRE, HE DID NOT REFUEL THE ACFT OR UPDATE HIS WX INFO BEFORE DEPARTING AT 1045 CST ON A FLT TO ODESSA, TX. WHILE EN ROUTE, HE UPDATED HIS DESTN WX AT 1239 CST & ELECTED TO DIVERT TO HOBBS, NM, WHEN HE LEARNED THE WX AT ODESSA WAS BELOW LANDING MINIMUMS. HOWEVER, HE ENCOUNTERED A HEADWIND & HIS FUEL WAS EXHAUSTED BEFORE REACHING HOBBS. SUBSEQUENTLY, DRG AN EMERGENCY LANDING IN AN OPEN FIELD, THE GEAR COLLAPSED ON SOFT/WET TERRAIN.

Brief of Accident (Continued)

File No. - 1052

2/14/89

SEMINOLE, TX

A/C Reg. No. N5258L

Time (Lcl) - 1410 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. UPDATING OF RECORDED WEATHER INFORMATION - DELAYED - PILOT IN COMMAND
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - FOG
 5. WEATHER CONDITION - BELOW APPROACH MINIMUMS
-

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

6. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
 7. WEATHER CONDITION - UNFAVORABLE WIND
 8. FLUID, FUEL - EXHAUSTION
 9. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

10. TERRAIN CONDITION - NONE SUITABLE
 11. TERRAIN CONDITION - OPEN FIELD
 12. TERRAIN CONDITION - SOFT
 13. TERRAIN CONDITION - WET
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S DELAY IN UPDATING HIS WEATHER AND DIVERTING TO AN ALTERNATE DESTINATION, WHICH RESULTED IN FUEL EXHAUSTION
FROM LACK OF FUEL. CONTRIBUTING FACTORS WERE: THE PILOT'S INADEQUATE PREFLIGHT PLANNING/PREPARATION AT THE EN ROUTE
STOP, THE WEATHER CONDITIONS, AND THE TERRAIN CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1179 2/26/89 JACKSBORO, TX A/C Reg. No. N8643U Time (Lcl) - 1630 CST

-----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	-LANDING				0	0	0	2

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- CONTINENTAL O-300-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	STEPHENVILLE, TX	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	JACKSBORO MUNI
Wind Dir/Speed - 270/015 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3220/ 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 - 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)	
PRIVATE	Current - YES	Total - 96	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 0	Make/Model - 42	Last 30 Days - 16
	Aircraft Type - C-172	Instrument - 3	Last 90 Days - 39

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID SHE WAS ON FINAL APPROACH TO RUNWAY 17, WHEN THE AIRCRAFT ENCOUNTERED A TAILWIND. SUBSEQUENTLY, THE AIRCRAFT TOUCHING DOWN AT ABOUT THE MIDPOINT OF THE 3220 FT RUNWAY. THE PILOT ATTEMPTED TO STOP ON THE RUNWAY, BUT THE AIRCRAFT CONTINUED OFF THE DEPARTURE END, ENCOUNTERED ROUGH TERRAIN AND WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1179

2/26/89

JACKSBORO, TX

A/C Reg. No. N8643U

Time (Lcl) - 1630 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO GO AROUND, WHEN SHE DID NOT ATTAIN THE PROPER TOUCHDOWN POINT (LANDED LONG)
AND HAD EXCESSIVE AIRSPEED TO STOP ON THE RUNWAY. A FACTOR RELATED TO THE ACCIDENT WAS THE UNFAVORABLE
WIND CONDITION (SUDDEN WIND SHIFT).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1063 3/02/89 ROBSTOWN, TX A/C Reg. No. N735EZ Time (Lcl) - 2224 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal		Injuries	
Type of Operation -PERSONAL	Fire	Crew	0	1	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	None
Accident Occurred During -APPROACH						

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL D-470-U	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	UNK/NR	NUEGES COUNTY
Wind Dir/Speed- 110/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - .250 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 200 FT OBSCURED	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 4500
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT CONTACTED APCH CONTROL & RPRTD HE WAS VFR-ON-TOP WITH A LOW FUEL CONDITION. HE WAS RADAR VECTORED TO THE NEAREST AIRPORT. THE NON-INSTRUMENT RATED PLT DSCNDD & RPRTD HE HAD THE ARPT IN SIGHT, BUT ONLY INTERMITTENTLY THRU THE CLOUDS & FOG. SUBSEQUENTLY, THE ACFT CRASHED NEAR THE ARPT. APRX 750 LBS OF MARIJUANA WAS FOUND ABOARD THE ACFT. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS FOUND DRG THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 1063

3/02/89

ROBSTOWN, TX

A/C Reg. No. N735EZ

Time (Lcl) - 2224 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. FLUID, FUEL - LOW LEVEL
7. RADAR ASSISTANCE TO VFR AIRCRAFT - ISSUED -
8. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
9. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

10. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
11. SPATIAL DISORIENTATION - PILOT IN COMMAND
12. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 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 DELAYED FLIGHT TO AN ALTERNATE DESTINATION, CONTINUED FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC),
EXPERIENCED SPATIAL DISORIENTATION, AND LOST CONTROL OF THE AIRCRAFT. CONTRIBUTING FACTORS WERE: THE PILOT'S INADEQUATE
PREFLIGHT PLANNING/PREPARATION, HIS LACK OF INSTRUMENT EXPERIENCE, DARK NIGHT, AND WEATHER CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1082 3/17/89 GALVESTON, TX A/C Reg. No. N528OR Time (Lcl) - 0750 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -APPROACH			0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 172M	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 - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SHREVEPORT, LA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	SCHOLES FIELD
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Ident - 13
Visibility - .063 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6001/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 300 FT OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG		
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 - 955
SE LAND, ME LAND	Months Since - 6	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 135
		Multi-Eng - 245
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER BEING CLRD FOR AN ILS RWY 13 APCH TO SCHOLES FIELD, THE ACFT CRASHED APRX 75 YDS NORTH OF THE RWY & CAME TO REST INVERTED ON A HDG OF 330 DEG. THERE WAS EXTENSIVE DAMAGE TO THE ENG & PROP, & THE FUSELAGE WAS BROKEN AFT OF THE COCKPIT, BUT THE WINGS & EMPENNAGE WERE RELATIVELY INTACT. ALTHO, BOTH OCCUPANTS SURVIVED THE ACDNT, THE PLT WAS UNABLE TO REMEMBER THE OCCURRENCE DUE TO HIS INJURIES. AN INVESTIGATION REVEALED THE WX HAD BEEN VARIALBLE. AT 0656 CST, WHEN THE PLT 1ST CTCD HOUSTON APCH CTL, THE GALVESTON WX WAS IN PART: INDEFINITE CEILING, 100' OBSCD, VIS 3/16 MI WITH FOG. AT 0718, THE PLT WAS ADZD OF NEW WX WHICH WAS IN PART: SKY PARTIALLY OBSCD, 300' THIN SCATTERED, CEILING 800' OVC, VIS 3/4 MI WITH FOG. AT 0736, THE PLT WAS ADZD OF A SPCL WX OBS, WHICH WAS IN PART: SKY PARTIALLY OBSCD, 300' THIN SCATTERED, 800' OVC, VIS 3/16 MI WITH FOG. A SUBSEQUENT WX OBS (NOT AVAIL TO PLT WHEN HE WAS CLRD FOR THE APCH AT 0742) WAS IN PART: 300' OBSCD, VIS 1/16 MI WITH FOG. WX MINS FOR THE ILS APCH WERE: 200' CEILING & 1/2 MI VIS.

Brief of Accident (Continued)

File No. - 1082

3/17/89

GALVESTON, TX

A/C Reg. No. N5280R

Time (Lcl) - 0750 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - BELOW APPROACH MINIMUMS
4. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
5. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO MAINTAIN SUFFICIENT AIRSPEED, WHICH RESULTED IN A STALL AND LOSS OF CONTROL. CONTRIBUTING
FACTORS WERE: THE WEATHER CONDITIONS, WHICH WERE BELOW MINIMUMS, AND FAILURE OF THE PILOT TO PERFORM A MISSED
APPROACH.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1104 4/16/89 TROY, TX

A/C Reg. No. N4510H

Time (Lcl) - 0945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	1	0
Pass		0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - HEAD AX8-88
Landing Gear - N/A
Max Gross Wt - 1500
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 190/015 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TEMPLE, TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI

FREE BALLOON

Age - 48
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 630	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 PLTS TOOK OFF ON A CHECK FLT IN A 10 TO 12 MPH WIND WITH GUSTS TO 15 MPH. A WX FORECAST INDICATED THERE WOULD BE HIGHER WINDS AS THE MORNING PROGRESSED. DURING AN APCH TO LAND, THE PLT-IN-COMMAND (PIC) WAS UNABLE TO ESTABLISH A NORMAL APCH ANGLE. HE OVER VENTED, THEN OVER BURNED TO COMPENSATE. SUBSEQUENTLY, THE GONDOLA COLLIDED WITH A TREE AND THE PIC WAS EJECTED. BOTH OF THE PILOT LIGHTS FOR THE BURNER WENT OUT. THE CHECK PILOT REMAINED IN THE GONDOLA AS IT ROSE TO 300 FEET. SUBSEQUENTLY THE BALLOON TOUCHED DOWN IN A THERMAL DESCENT OF 1200 TO 1400 FT/MIN. THE PIC RECEIVED MINOR INJURIES & THE CHECK PLT RECEIVED SERIOUS INJURIES.

Brief of Accident (Continued)

File No. - 1104

4/16/89

TROY, TX

A/C Reg. No. N4510H

Time (Lc1) - 0945 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 3. SUPERVISION - INADEQUATE - CHECK PILOT
 4. OBJECT - TREE(S)
 5. CLEARANCE - NOT MAINTAINED -
-

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 PLANNING/DECISION BY THE PILOT, AND INADEQUATE SUPERVISION BY THE CHECK PILOT, WHICH RESULTED IN
THEIR FAILURE TO MAINTAIN CLEARANCE FROM THE TREE DURING THE LANDING. FACTORS RELATED TO THE ACCIDENT WERE:
THE HIGH WIND & TREE(S).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1098

5/04/89

PARADISE, TX

A/C Reg. No. N3226E

Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - AERONCA 11AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1250
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/004 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PARADISE
Runway Ident - 06
Runway Lth/Wid - 2360/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 45
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 120	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-----

WITNESSES SAID THE PLT MADE 2 LOW PASSES OVER THE AIRSTRIP AFTER TKOF, THEN TURNED WEST & BGN A CLIMB. AFTER GLANCING AT THE ACFT, A WITNESS HEARD THE ENG "GET QUIET AS IF SHUT DOWN FOR A LANDING." HE DIDN'T CONSIDER THIS UNUSUAL, SINCE ENGS WERE OFTEN THROTTLED BACK NR THE STRIP. LTR, THE ACFT WAS FND WHERE IT HAD CRASHED IN A STEEP NOSE DWN ATTITUDE ON A HDG OF SOUTH, APRX 1/2 MI WSW OF THE STRIP. ACFT DMG WAS TYPICAL OF A SLOW SPD IMPACT. NO EVIDENCE OF ENG PWR WAS EVIDENT & NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND. THE ACFT WAS NOT REFUELED BEFORE FLT, BUT A WITNESS ESTD THERE WAS 5 GAL IN THE MAIN TANK & 7 GAL IN THE AUX TANK. BOTH TANKS WERE RUPTURED DRG IMPACT & AN ODOR OF FUEL WAS NOTED. THE ACFT WAS PLACARDED FOR AUTO FUEL AND AUTO FUEL WAS FOUND IN THE CARB. THE AUX FUEL VLV WAS FND IN THE "OPEN" PSN, ALTHO IT WAS TO BE CLOSED EXCEPT TO DRAIN AUX FUEL TO THE MAIN TANK IN LVL FLT ONLY. TEMP & DEW POINT WERE 78 & 67 DEG, RESPECTIVELY. ICING PROBABILITY CHARTS SHOWED CARB ICING WAS POSSIBLE AT RATED PWR. THE CARB HEAT WAS FND IN THE COLD/OFF PSN.

Brief of Accident (Continued)

File No. - 1098

5/04/89

PARADISE, TX

A/C Reg. No. N3226E

Time (Lcl) - 1800 CDT

Occurrence #1 LOSS OF ENGINE POWER

Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED
2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
LOSS OF ENGINE POWER FOR AN UNDETERMINED REASON, AND FAILURE OF THE PILOT TO MAINTAIN SUFFICIENT AIRSPEED
DURING THE FORCED LANDING, WHICH RESULTED IN AN INADVERTENT STALL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1139 5/26/89 CROSBYTON, TX A/C Reg. No. N7648D Time (Lcl) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE STRIP
Wind Dir/Speed- 090/030 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2640/ 20
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1138
SE LAND	Months Since - 1	Make/Model- 600
	Aircraft Type - PA-22	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 5
		Last 90 Days- 5
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS RETURNING FROM A LOCAL FLIGHT WHEN A FRONTAL SYSTEM PASSED THROUGH THE AREA. HE APPROACHED THE AIRPORT FROM THE WEST & WAS ON SHORT FINAL WHEN THE ACFT STRUCK A 30 FT HIGH POWER LINE WITH THE NOSE STRUT. THE AIRCRAFT THEN DESCENDED & STRUCK A FUEL TANK PRIOR TO IMPACTING THE TERRAIN.

Brief of Accident (Continued)

File No. - 1139

5/26/89

CROSBYTON, TX

A/C Reg. No. N7648D

Time (Lcl) - 1900 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. WEATHER CONDITION - HIGH WIND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
4. OBJECT - WIRE, TRANSMISSION
5. OBJECT - AIRPORT FACILITY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S JUDGEMENT OF ALTITUDE AND DISTANCE WHILE ON AN APPROACH TO LAND. FACTORS RELATED TO THE
ACCIDENT WERE: THE HIGH WIND, TRANSMISSION LINE, AND AIRPORT FUEL TANK.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1136

6/22/89

WACO, TX

A/C Reg. No. N761RF

Time (Lcl) - 2118 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 140/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

AUSTIN, TX

Destination

ADDISON, TX

Airport Proximity

ON AIRPORT

Airport Data

WACO REGIONAL

Runway Ident - 10

Runway Lth/Wid - 6597/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR FLIGHT FOLLOWING

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - C-210M

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1528

Make/Model- 1030

Instrument- 208

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLIGHT AT NIGHT, THE PILOT NOTED A MOMENTARY LOSS OF POWER & REQUESTED THE DISTANCE & DIRECTION TO THE CLOSEST AIRPORT. THE POWERPLANT AGAIN BEGAN RUNNING ROUGH. THE PLT DECIDED TO OVERFLY THE NEAREST AIRPORT & CONTINUE TO ANOTHER AIRPORT THAT HE COULD SEE IN THE DISTANCE & THAT HE WAS IN COMMUNICATION WITH. WHILE DESCENDING TOWARD THE RUNWAY, A TOTAL LOSS OF POWER OCCURRED. DURING A SUBSEQUENT EMERGENCY LANDING, THE AIRCRAFT STRUCK A LEVEE (BERM) ABOUT 1/4 MILE SHORT OF THE RUNWAY. AN EXAM REVEALED WATER IN THE FUEL TANKS & DETERIORATED "O" RINGS ON THE FUEL CAPS.

Brief of Accident (Continued)

File No. - 1136

6/22/89

WACO, TX

A/C Reg. No. N761RF

Time (Lc1) - 2118 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT

Finding(s)

1. FUEL SYSTEM, CAP - DETERIORATED
2. FLUID, FUEL - WATER
3. AIRCRAFT PREFLIGHT - 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)

4. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
A DETERIORATED FUEL CAP, WATER CONTAMINATION OF THE FUEL, AND THE PILOT'S INADEQUATE PREFLIGHT OF THE AIRCRAFT.
A FACTOR RELATED TO THE ACCIDENT WAS: THE DIRT BANK (BERM).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1141	6/24/89	ADDISON, TX	A/C Reg. No. N45955	Time (Lc1) - 1205 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 110/014 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 3000 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 ARDMORE, OK</p> <p>Destination ADDISON, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data ADDISON</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) STUDENT</p>	<p>Age - 24</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-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 43</td> <td>Last 24 Hrs - 4</td> </tr> <tr> <td>Make/Model- 42</td> <td>Last 30 Days- 5</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 10</td> </tr> </table>	Total - 43	Last 24 Hrs - 4	Make/Model- 42	Last 30 Days- 5	Instrument- 0	Last 90 Days- 10
Total - 43	Last 24 Hrs - 4							
Make/Model- 42	Last 30 Days- 5							
Instrument- 0	Last 90 Days- 10							

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT DEPARTED THE HOME AIRPORT WITH FULL FUEL AT APRX 0815 CDT. AN ABORTED LANDING & A TOUGH-&-GO WERE PERFORMED AT AN INTERMEDIATE AIRPORT BEFORE LANDING AT ABOUT 1045 CDT. THE PILOT DEPARTED ON THE RETURN FLIGHT AT ABOUT 1115 & CRASHED LANDED ABOUT 5 MI SHORT OF THE AIRPORT. THE HOBBS METER RECORDS INDICATED THAT THE AIRCRAFT HAD FLOWN 3.8 HRS ON THE TRIP. NO FUEL WAS FOUND IN THE WING TANKS OR IN THE AREA OF THE AIRCRAFT. THE EMERGENCY LANDING OCCURRED ON ROUGH TERRAIN. DURING THE LANDING, THE NOSE GEAR COLLAPSED & THE AIRCRAFT NOSED OVER. AN FAA COORDINATOR REPORTED THAT THE STUDENT PILOT'S INSTRUCTOR WAS RELATIVELY INEXPERIENCED AND DID NOT CONDUCT A THOROUGH ENOUGH EVALUATION OF THE STUDENT'S FLIGHT PLANNING BEFORE AUTHORIZING THE TRIP.

Brief of Accident (Continued)

File No. - 1141

6/24/89

ADDISON, TX

A/C Reg. No. N45955

Time (Lcl) - 1205 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
 3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - FLIGHT INSTRUCTOR(ON GROUND)
 4. FLUID, FUEL - EXHAUSTION
 5. FUEL SUPPLY - 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)

6. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE SOLO STUDENT PILOT AND INADEQUATE SUPERVISION BY THE STUDENT'S INSTRUCTOR PILOT,
WHICH RESULTED IN FUEL EXHAUSTION DUE TO AN INADEQUATE SUPPLY OF FUEL. A FACTOR RELATED TO THE ACCIDENT WAS: THE
INSTRUCTOR PILOT'S LACK OF EXPERIENCE IN THE TYPE OF OPERATION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1135 7/01/89 DEL RIO, TX A/C Reg. No. N579LD Time (Lc1) - 0900 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	3

-----Aircraft Information-----

Make/Model - CESSNA 206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 130/007 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

DEL RIO INTL
Runway Ident - 13
Runway Lth/Wid - 5100/ 75
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 - 5
Aircraft Type - C-206A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	323	Last 24 Hrs	-	UNK/NR
Make/Model-	211		Last 30 Days-		7
Instrument-	10		Last 90 Days-		10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT DURING A LANDING, THE ACFT BALLOONED BEFORE TOUCHDOWN. HE SAID HE TRIED TO LEVEL THE PLANE, BUT IT TOUCHED DOWN, NOSEWHEEL FIRST. IT THEN PORPORPOISED SEVERAL TIMES & THE NOSE GEAR COLLAPSED. BEFORE STOPPING, THE ACFT SKIDDED OFF THE RIGHT SIDE OF THE RWY & WAS FURTHER DAMAGED.

Brief of Accident (Continued)

File No. - 1135

7/01/89

DEL RIO, TX

A/C Reg. No. N579LD

Time (Lcl) - 0900 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. PORPOISE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT'S IMPROPER FLARE AND IMPROPER RECOVERY FROM A BOUNCED LANDING, WHICH RESULTED IN A PORPOISE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1138 7/02/89 AUSTIN, TX A/C Reg. No. N888CG Time (Lcl) - 1635 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -MANEUVERING		0	0	1	0

-----Aircraft Information-----

Make/Model - ROBINSON R22	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1370	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 124 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	AUSTIN, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AUSTIN EXECUTIVE AIRPARK
Wind Dir/Speed- 170/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 645
SE LAND, ME LAND	Months Since - 19	Make/Model- 93
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 67
		Multi-Eng - 22
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 93

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE HELICOPTER WAS AT ABOUT 300' & 30 KTS, WHEN THE "LOW RPM" LIGHT & HORN WERE ACTIVATED. HE LOWERED THE COLLECTIVE & APPLIED THROTTLE, BUT SAID THERE WAS NO INCREASE IN POWER. ALSO, HE NOTED THAT THE "ENGINE AND RPM WERE DOWN TO 70-80% AND STILL MARRIED. SUBSEQUENTLY, HE REALIZED THERE WAS INSUFFICIENT ALT TO RECOVER AND APPLIED FULL COLLECTIVE AS THE HELICOPTER HIT THE TOPS OF TREES. ADDITIONALLY, HE SAID THAT AT NO TIME DID THE OIL PRESSURE OR ALTERNATOR LIGHT ILLUMINATE. APRX 15 MI ESE AT AUSTIN, THE 1550 CDT WIND WAS FROM 170 DEG AT 15 GUSTING 20 KTS & THE TEMP WAS 96 DEG. AT THE TIME OF THE EVENT, THE HELICOPTER RPRTDLY HAD A TAILWIND.

Brief of Accident (Continued)

File No. - 1138

7/02/89

AUSTIN, TX

A/C Reg. No. N888CG

Time (Lcl) - 1635 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - TEMPERATURE EXTREMES
3. WEATHER CONDITION - TAILWIND
4. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
5. DESCENT - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER INFLIGHT PLANNING/DECISION, WHICH RESULTED IN A SITUATION WHERE HE WAS UNABLE TO
MAINTAIN ADEQUATE ROTOR RPM. FACTORS RELATED TO THE ACCIDENT WERE: HIGH TEMPERATURE, TAILWIND, AND
TREES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1096 7/02/89 BULVERDE, TX A/C Reg. No. N15558 Time (Lcl) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	2	0
Accident Occurred During - TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-28	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point SAME AS ACC/INC	
Method - TELEPHONE	Destination UVALDE, TX	Airport Data BULVERDE AIRPARK
Completeness - WEATHER NOT PERTINENT	ATC/Airspace	Runway Ident - 16
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 2850/ 42
Wind Dir/Speed- 190/008 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 6.0 SM	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Sky/Clouds - 14000 FT SCATTERED		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 255
SE LAND	Months Since - 4	Make/Model- 222
	Aircraft Type - PA-28	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DRG TAKEOFF, THE ACFT LIFTED OFF AT 75 MPH, BUT ONLY CLIMBED ABOUT 20 FT. HE SAID THAT ALTHOUGH HE MAINTAINED FULL THROTTLE, THE ACFT SETTLED BACK TO THE RWY. AT ABOUT THAT TIME, HE HEARD THE TIRES SQUEAL & HE BELIEVED THAT HE MAY HAVE "TRIED BRAKING." HOWEVER, THE ACFT BECAME AIRBORNE AGAIN. SUBSEQUENTLY, IT HIT LIMESTONE BOULDERS AT THE DEP END OF THE 2850 FT RWY & CAME TO REST ON A DIRT MOUND ABOUT 100 YDS FROM THE DEP END OF THE RWY. NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE OF THE ACFT WAS RPRTD.

Brief of Accident (Continued)

File No. - 1096

7/02/89

BULVERDE, TX

A/C Reg. No. N15558

Time (Lc1) - 0930 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO OBTAIN AND/OR MAINTAIN SUFFICIENT AIRSPEED TO CLIMB AFTER TAKEOFF AND HIS DELAY IN ABORTING
THE TAKEOFF. A CONTRIBUTING FACTOR WAS THE ROUGH/UNEVEN TERRAIN.

Brief of Accident

File No. - 1137 7/03/89 ROBY, TX

A/C Reg. No. N4613D

Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDINGFire
NONE

-----Aircraft Information-----

Make/Model - BEECH G35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2775
No. of Seats - 4Eng Make/Model - CONTINENTAL E-225-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HPELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/015 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
LUBBOCK, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOPAirport Proximity
ON AIRPORT

Airport Data

FISHER COUNTY
Runway Ident - 16
Runway Lth/Wid - 3300/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LANDAge - 49
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NRMedical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 373
Make/Model- 44
Instrument- 44
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING A LANDING, A GUST OF WIND WAS ENCOUNTERED WHICH EFFECTED DIRECTIONAL CONTROL OF THE AIRCRAFT. IT THEN DEPARTED THE RUNWAY & STRUCK A BARREL BARRICADE BEFORE COMING TO REST. AN EXAM OF THE WRECKAGE REVEALED A BLOWN (RUPTURED) NOSE GEAR TIRE. THE TIRE WAS WORN TO THE CORD AREA & REPORTEDLY, IT HAD BEEN THAT WAY PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1137

7/03/89

ROBY, TX

A/C Reg. No. N4613D

Time (Lcl) - 1100 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, TIRE - WORN
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

8. OBJECT - WALL/BARRICADE

-----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 & HIS FAILURE TO MAINTAIN DIRECTIONAL CONTROL.
FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT'S OPERATION OF THE AIRCRAFT WITH A KNOWN DEFICIENCY
(WORN TIRE), THE ADVERSE WIND CONDITIONS, AND BARRELS (BARRICADE).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1026 6/10/89 MOAB,UT A/C Reg. No. N92299 Time (Lcl) - 1600 MDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-REDTAIL AVIATION	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	3
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 182	Eng Make/Model	- CONTINENTAL O-470	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	HITE,UT			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	MOAB,UT			
Wind Dir/Speed	- LIGHT AND VARIABLE	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	- FORCED LANDING	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 906	Last 24 Hrs - 8
SE LAND	Months Since - 2	Make/Model - 53	Last 30 Days - 60
	Aircraft Type - C-206	Instrument - 126	Last 90 Days - 96
		Multi-Eng - 98	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT HAD FLOWN 3 HRS & WAS STARTING THE LAST LEG OF A PART 135 PASSENGER FLT. HE SAID HE DID NOT FEEL COMFORTABLE WITH THE FUEL GAUGE READINGS. HE DISCUSSED THE PROBLEM WITH THE CHIEF PLT/OPERATOR & WAS TOLD TO PROCEED TO MOAB. THE PLT SAID THE CHIEF PLT DID NOT LOOK AT THE GAUGES. HE WAS ALSO TOLD THAT THE FLAPS ON THIS ACFT DID NOT RETRACT COMPLETELY. THE PLT SAID THAT AFTER 30 MIN OF FLT, THE ENG LOST POWER. A PASSENGER THAT WAS ABOARD THE ACFT SAID SHE HEARD THE PLT RADIO THAT THE ACFT WAS OUT OF FUEL & THAT HE WAS MAKING A FORCED LANDING. THE PLT SELECTED A DIRT ROAD IN ROUGH TERRAIN (APRX 5 MI SW OF THE DESTN). DRG THE LANDING ROLL, THE LANDING GEAR COLLAPSED & THE RGT WING STRUCK A TREE. ANOTHER COMPANY PLT FLEW OVER THE DOWNED ACFT & COORDINATED RESCUE EFFORTS. BEFORE THE PLANE WAS RECOVERED, 6.1 GAL OF FUEL WAS DRAINED FROM THE FUEL TANKS. THE ACFT FLT MANUAL STATED THAT EACH OF THE 2 TANKS CONTAINED 3 GAL OF UNUSABLE FUEL.

Brief of Accident (Continued)

File No. - 1026

6/10/89

MOAB,UT

A/C Reg. No. N92299

Time (Lc1) - 1600 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 2. COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MANAGEMENT
 3. FLUID,FUEL - EXHAUSTION
 4. FUEL SUPPLY - INADEQUATE -
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
 6. TERRAIN CONDITION - ROADWAY/HIGHWAY
 7. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

8. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO REFUEL THE AIRCRAFT BEFORE THE FLIGHT AND COMPANY INDUCED PRESSURE BY THE COMPANY/OPERATOR
MANAGEMENT, WHICH RESULTED IN FUEL EXHAUSTION FROM A LACK OF FUEL. THE TERRAIN CONDITIONS AND THE TREE WERE CONSIDERED
TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1170 7/03/89 BICKNELL,UT A/C Reg. No. N9560H Time (Lcl) - 1330 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 -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172M	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 - TV WX	Last Departure Point	OFF AIRPORT/STRIP
Method - TV/RADIO	ST GEORGE,UT	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BULLFROG,UT	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - N/A
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 - 496
SE LAND	Months Since - 2	Make/Model- 496
	Aircraft Type - C-172M	Instrument- 2
		Last 24 Hrs - 2
		Last 30 Days- 40
		Last 90 Days- 47

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT AND THREE PAX WERE MAKING A X-COUNTRY FLT. TWO OF THE PAX BECAME AIRSICK AND THE PLT ELECTED TO LAND ON A PAVED RURAL ROAD, TO THE NORTH, WITH WINDS HE ESTIMATED WERE CALM. HE SAID THAT DURING THE FLARE TO LAND (APRX 25 FT AGL), THE PLANE ENCOUNTERED A GUST OF WIND FROM THE RIGHT REAR, SO HE RAISED THE FLAPS AND ATTEMPTED A GO-AROUND. THE PLANE SETTLED ONTO THE ROAD, LEFT MAIN LANDING GEAR FIRST, WHICH COLLAPSED. THE PLANE THEN DEPARTED THE ROAD TO THE LEFT, STRUCK A FENCE POST AND COLLIDED WITH AN IRRIGATION SYSTEM IN A FIELD. TWO WITNESSES (ABOUT 1/2 MILE AWAY) SAW THE THE ACCIDENT, BUT THEY COULD NOT CONFIRM ANY WIND GUSTS.

Brief of Accident (Continued)

File No. - 1170

7/03/89

BICKNELL,UT

A/C Reg. No. N9560H

Time (Lcl) - 1330 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ABORTED

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - ROADWAY/HIGHWAY

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

7. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

8. OBJECT - FENCE POST
9. OBJECT - OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO MAINTAIN ADEQUATE AIRSPEED, WHICH RESULTED IN A STALL. FACTORS RELATED TO THE
ACCIDENT WERE: THE PILOT'S SELECTION OF AN UNSUITABLE AREA (TERRAIN) TO LAND, UNFAVORABLE WIND, & OBJECTS
(FENCE & IRRIGATION SPRINKLER).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1175 7/14/89 SALT LAKE CITY,UT A/C Reg. No. N6144H Time (Lcl) - 0657 MDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-ALPINE AVIATION	SUBSTANTIAL		Fatal		Injuries		
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	1
Accident Occurred During	-TAKEOFF							0

-----Aircraft Information-----

Make/Model	- PIPER PA-34-200T	Eng Make/Model	- CONTINENTAL L/TSIO-360	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4570	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	ST GEORGE,UT		SALT LAKE CITY INTL	
Wind Dir/Speed	- 170/004 KTS	ATC/Airspace		Runway Ident	- 14
Visibility	- 30.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- 5295/ 150
Lowest Sky/Clouds	- CLEAR	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 - 25	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 2770	Last 24 Hrs - 4
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 15	Last 30 Days- 97
	Aircraft Type - PA-28	Instrument- 225	Last 90 Days- 320
		Multi-Eng - 1000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPTD THAT DURING THE TAKEOFF ROLL, THE ACFT ACCELERATED TO ABOUT 65 KTS. HOWEVER, AS HE ROTATED THE PLANE FOR TAKEOFF, IT BEGAN TO SLOW & VEER TO THE LEFT. THE PLT REDUCED POWER TO ABORT & REGAINED DIRECTIONAL CONTROL, BUT THE BRAKES WERE INEFFECTIVE IN STOPPING. SUBSEQUENTLY, THE ACFT CONTD OFF THE END OF THE RWY, THEN HIT A FENCE & A PARKED VEHICLE. THE PLT BELIEVED THAT WHEN HE RELEASED THE PARKING BRAKE, IT DID NOT FULLY DISENGAGE, THEN HEAT BUILT UP AS THE BRAKES WERE DRAGGING. AN EXAM OF THE BRAKES CONFIRMED THAT HEAT DAMAGE HAD OCCURRED.

Brief of Accident (Continued)

File No. - 1175

7/14/89

SALT LAKE CITY,UT

A/C Reg. No. N6144H

Time (Lcl) - 0657 MDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)
1. LANDING GEAR,PARKING BRAKE - ENGAGED
2. PARKING BRAKES - IMPROPER USE OF - PILOT IN COMMAND
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - ABORTED

Finding(s)
4. OBJECT - FENCE
5. OBJECT - VEHICLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER USE OF THE PARKING BRAKE AND HIS DELAY IN ABORTING THE TAKEOFF. FACTORS RELATED
TO THE ACCIDENT WERE: THE FENCE & VEHICLE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1006 7/18/89 DUCHESNE,UT A/C Reg. No. N1086C Time (Lcl) - 1315 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage							
	DESTROYED		Fatal		Injuries			
Type of Operation - OTHER WORK USE	Fire	Crew	1		Serious	0	Minor	0
Flight Conducted Under -14 CFR 91	NONE	Pass	2			0	0	0
Accident Occurred During -CRUISE								

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 317 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PROVO,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PROVO,UT	
Wind Dir/Speed- 270/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL,CFI	Current - YES	Total - 585
SE LAND	Months Since - 1	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - 206	Make/Model- 57
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- 35
		Last 90 Days- 35
		Rotorcraft - 375

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER WAS BEING OPERATED ON A SPECIALIZED POWER LINE PATROL TO CONDUCT "KORONA MEASURING" FOR A "LEAKAGE" CHECK OF THE TRANSMISSION LINE. THIS CHECK REQUIRED THAT THE HELICOPTER BE FLOWN AT A CONSTANT ALTITUDE & SPEED, & AT A DISTANCE OF 100' OR LESS FROM THE POWER LINE. WHILE PATROLLING EASTBOUND, THE MAIN ROTOR STRUCK THE NORTH STATIC LINE. SUBSEQUENTLY, THE MAIN ROTOR, SWASH PLATE, & TRANSMISSION/ROTOR MAST SEPARATED & THE HELICOPTER CRASHED. WHEN THE HELICOPTER DID NOT RETURN FROM THE PATROL, A SEARCH WAS ORGANIZED. THE WRECKAGE WAS FOUND THE NEXT DAY AT 1045 MDT. THE PLT & 1 PAX WERE DECEASED, BUT THE OTHER PAX APPEARED TO BE ALIVE; HOWEVER, HE DIED BEFORE MEDICAL ASSISTANCE ARRIVED. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE HELICOPTER WAS FOUND. AN INVESTIGATION REVEALED THIS WAS THE PILOT'S 1ST POWER LINE PATROL. ON HIS APPLICATION FOR RECENT EMPLOYMENT WITH THE COMPANY, HE INDICATED HE HAD OVER 1900 HRS OF FLT TIME; HOWEVER, ONLY 585 HRS OF FLT TIME COULD BE VERIFIED. HE DID NOT RCV MISSION TRAINING FOR THIS FLT.

Brief of Accident (Continued)

File No. - 1006

7/18/89

DUCHESNE,UT

A/C Reg. No. N1086C

Time (Lc1) - 1315 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. OBJECT - WIRE,STATIC
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 4. INADEQUATE TRAINING - COMPANY/OPERATOR MANAGEMENT
 5. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 6. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 7. INADEQUATE SUBSTANTIATION PROCESS - COMPANY/OPERATOR MGMT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT FAILED TO MAINTAIN CLEARANCE FROM THE POWER LINE. CONTRIBUTING FACTORS WERE: LACK OF MISSION TRAINING PROVIDED BY THE COMPANY/OPERATOR, THE PILOT'S LACK OF EXPERIENCE IN THIS TYPE OF OPERATION, HIS LACK OF FAMILIARITY WITH THE GEOGRAPHIC AREA, AND THE COMPANY/OPERATOR'S INADEQUATE SUBSTANTIATION PROCESS TO ASSURE THE EXPERIENCE LEVEL OF NEWLY HIRED PILOTS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1043 7/24/89 LOGAN,UT

A/C Reg. No. N46260

Time (Lcl) - 1045 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

LOGAN CACHE
Runway Ident - 35
Runway Lth/Wid - 5931/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----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	- 30	Last 24 Hrs	- 1
Make/Model-	30	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	19

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT TOOK THE ACFT ON A FLT WITHOUT HAVING IT REFUELED & COMMENCED TO PRACTICE TOUCH-&-GO LANDINGS. WITNESSES RPRTD THAT AFTER THE ACFT TOOK OFF FROM A TOUCH-&-GO, THE ENG LOST POWER. THE ACFT BEGAN TURNING, THEN IT ENTERED A STEEP SPIRALING DESCENT & CRASHED. AN INVESTIGATION REVEALED THE ACFT HAD FLOWN TWO PREVIOUS FLTS SINCE IT WAS LAST REFUELED. A POST-ACDNT EXAM REVEALED THERE WAS NO FUEL IN THE CARBURETOR & ONLY "A CUP OR TWO" OF FUEL WAS DRAINED FROM THE TANKS.

Brief of Accident (Continued)

File No. - 1043

7/24/89

LOGAN,UT

A/C Reg. No. N46260

Time (Lcl) - 1045 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. MANEUVER - INITIATED -
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
8. LACK OF TOTAL EXPERIENCE - 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:
INADEQUATE PREFLIGHT AND IMPROPER INFLIGHT PLANNING/DECISION BY THE STUDENT, WHICH RESULTED IN FUEL EXHAUSTION FROM
AN INADEQUATE SUPPLY OF FUEL, AND THE STUDENT'S FAILURE TO MAINTAIN AIRSPEED, WHILE MANEUVERING, WHICH RESULTED IN AN
INADVERTENT STALL/SPIN. A CONTRIBUTING FACTOR WAS THE STUDENT'S LACK OF TOTAL EXPERIENCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1041 8/12/89 BULLFROG,UT A/C Reg. No. N9084W Time (Lcl) - 1135 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	1	0	0	0
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SALT LAKE CITY,UT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BULLFROG BASIN
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 19
Visibility - 60.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3500/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 700
SE LAND	Months Since - UNK/NR	Make/Model- 121
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OBTAINED A WX BRIEFING & FILED A VFR FLT PLAN FROM SALT LAKE CITY TO BULLFROG, UT. THE WX WAS VFR. THE FLT PROCEEDED UNEVENTFULLY UNTIL A LANDING WAS MADE AT BULLFROG. WITNESSES SAW THE ACFT TOUCHDOWN HARD, BOUNCE, & DEPART THE LEFT SIDE OF THE RWY. THE ACFT THEN STRUCK A RWY LIGHT & A SMUDGE POT. IT WAS OBSERVED TO LIFT OFF & ENTER A STEEP LEFT BANK. SUBSEQUENTLY, IT CRASHED IN A LEFT WING LOW ATTITUDE & BEGAN BURNING. THE ACFT WAS DEMOLISHED BY IMPACT & FIRE. DENSITY ALT AT THE ARPT WAS APRX 6500 FT.

Brief of Accident (Continued)

File No. - 1041

8/12/89

BULLFROG,UT

A/C Reg. No. N9084W

Time (Lcl) - 1135 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 5. OBJECT - RUNWAY LIGHT
-

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ABORTED

Finding(s)

6. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
 7. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #4 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 FLARE BY THE PILOT, HIS FAILURE TO MAINTAIN RUNWAY ALIGNMENT, AND THE IMPROPER REMEDIAL ACTION WHICH RESULTED
IN A LOSS OF CONTROL. THE HIGH DENSITY ALTITUDE AND OBJECTS (RUNWAY LIGHT AND SMUDGE POT) WERE CONSIDERED TO BE
CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1001

8/27/89

TREMONTON,UT

A/C Reg. No. N4129F

Time (Lcl) - 1615 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TREMONTON,UT
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 36

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	170	Last 24 Hrs -	1
Make/Model-	40	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	23

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MAKING A LOW PASS OVER A NEWLY CONSTRUCTED INTERSTATE HIGHWAY, WHEN THE AIRPLANE STRUCK AN UNMARKED POWER LINE. AFTER HITTING THE POWER LINE, A LARGE PORTION OF THE VERTICAL STABILIZER AND RUDDER SEPARATED FROM THE AIRPLANE. THE AIRPLANE THEN CRASHED IN AN OPEN FIELD APPROXIMATELY 1500 FEET BEYOND THE POWER LINE.

Brief of Accident (Continued)

File No. - 1001

8/27/89

TREMONTON,UT

A/C Reg. No. N4129F

Time (Lcl) - 1615 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. OBJECT - WIRE,TRANSMISSION
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT FAILED TO MAINTAIN OBSTRUCTION CLEARANCE WHILE MAKING A LOW PASS OVER A NEWLY CONSTRUCTED HIGHWAY. THE
POWERLINE WAS CONSIDERED A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1078 9/06/89 GRANTSVILLE,UT A/C Reg. No. N7835P Time (Lcl) - 1815 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 1	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-24-180	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2210	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TOOELE,UT	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 320/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1967
SE LAND,ME LAND	Months Since - 5	Make/Model- 135
HELICOPTER	Aircraft Type - UH-1B	Instrument- 186
		Multi-Eng - 30
		Last 24 Hrs - 1
		Last 30 Days- 21
		Last 90 Days- 95
		Rotorcraft - 1429

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT & PASSENGER TOOK OFF ON A LOCAL FLT AT 1801 MDT. WHEN THE ACFT DID NOT RETURN, A SEARCH WAS INITIATED. THE ACFT WAS FOUND THE NEXT MORNING WHERE IT HAD CRASHED & BURNED ON THE SIDE OF A BOX CANYON. ENTRANCE TO THE CANYON WAS FROM THE SOUTHEAST. THE ACFT CRASHED ON STEEP TERRAIN ON THE WEST SIDE OF THE CANYON. IMPACT WAS ON A SOUTHERLY HEADING. IMPACT MARKS (FRAGMENTED & GOUGED ROCKS) WERE FOUND ABOUT 50 FT UPSLOPE FROM WHERE THE MAIN WRECKAGE CAME TO REST. MUCH OF THE WRECKAGE WAS DEMOLISHED BY FIRE. AN EXAM OF THE RGT WING REVEALED CHORDWISE CRUSHING OF ITS LOWER SKIN. BOTH PROP BLADES WERE BENT & TWISTED; THE TIPS OF BOTH PROPS WERE TORN OFF. NO PREIMPACT MECHANICAL PART FAILURE OR MALFUNCTION WAS FOUND. DENSITY ALTITUDE AT THE CRASH SITE WAS APRX 7000 FT.

Brief of Accident (Continued)

File No. - 1078

9/06/89

GRANTSVILLE,UT

A/C Reg. No. N7835P

Time (Lcl) - 1815 MDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. LIGHT CONDITION - DUSK
 3. TERRAIN CONDITION - BOX CANYON
 4. TERRAIN CONDITION - RISING
 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 7. STALL/MUSH
-

-----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, BY ENTERING A BOX CANYON WITH INSUFFICIENT ALTITUDE TO ASSURE A
SAFE EXIT. CONTRIBUTING FACTORS WERE: BOX CANYON, RISING TERRAIN, AND HIGH DENSITY ALTITUDE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1050 11/09/89 PROVO,UT A/C Reg. No. N145Y Time (Lcl) - 1347 MST

-----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	NONE	Pass 1	0	0	0	
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - CESSNA 310I	Eng Make/Model - CONTINENTAL IO-470-U	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 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	SALT LAKE CITY,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PROVO,UT	
Wind Dir/Speed- 260/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 6500 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 - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1267
SE LAND,ME LAND	Months Since - 2	Make/Model- 700
	Aircraft Type - C-310	Instrument- 106
		Multi-Eng - 700
		Last 24 Hrs - 0
		Last 30 Days- 28
		Last 90 Days- 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLTS OF CESSNA 310, N145Y, AND BEECH J35 (BONANZA), N4258B, PREPLANNED A FLT FOR THE PURPOSE OF MAKING A VIDEO WHILE FLYING AS A FLT OF 2 ACFT. DRG FLT, THE BONANZA PLT ASSUMED A LEAD POSITION WITH THE CESSNA IN A LOOSE ECHELON FORMATION. THEY PROCEEDED OVER UTAH LAKE AT LOW ALT. THE WIND WAS LIGHT & THE WATER IN THE LAKE WAS CALM. SUBSEQUENTLY, WHILE FLYING AT LOW ALT OVER THE LAKE, THE CESSNA HIT THE WATER. THE VIDEO FILM SHOWED THAT JUST PRIOR TO WATER IMPACT, THE BONANZA WAS TO THE RIGHT SIDE OF THE CESSNA & SLIGHTLY HIGHER. AFTER THE ACDNT, THE CESSNA SANK IN 12 FT OF WATER. BOTH OCCUPANTS OF THE CESSNA SUFFERED BLUNT FORCE TRAUMA ASSOCIATED WITH IMPACT; HOWEVER, THE MED EXAMINER RPRTD THEIR DEATHS WERE DUE TO DROWNING.

Brief of Accident (Continued)

File No. - 1050

11/09/89

PROVO,UT

A/C Reg. No. N145Y

Time (Lc1) - 1347 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. TERRAIN CONDITION - WATER, GLASSY
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 4. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 5. DIVERTED ATTENTION - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE CESSNA PILOT MISJUDGE HIS ALTITUDE ABOVE THE WATER. CONTRIBUTING FACTORS WERE: THE PILOT ALLOWING HIS ATTENTION
TO BE DIVERTED AND HIS LACK OF VISUAL/DEPTH PERCEPTION OVER THE CALM (GLASSY) WATER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1081 11/10/89 OAKLEY, UT A/C Reg. No. N3625U Time (Lcl) - 1100 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Fatal	Injuries			
Type of Operation	-PERSONAL	Fire	0	Serious	Minor	None	
Flight Conducted Under	-14 CFR 91	NONE	0	1	0	0	
Accident Occurred During	-MANEUVERING		0	1	1	0	

-----Aircraft Information-----

Make/Model - CESSNA 182F	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OGDEN, UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - 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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 140
SE LAND	Months Since - 4	Last 24 Hrs - 0
	Aircraft Type - C-182	Make/Model- 19
		Last 30 Days- 0
		Instrument- 2
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & PAX INTENDED TO LOOK OVR PROPERTY & LOOK FOR MOOSE. THE PLT RPRTD THEY FLEW UP & DOWN SVRL CANYONS AT ALTS BTN 8000 & 10,000 FT MSL. SHORTLY AFTER ENTERING A 45 DEG BANK TURN FOR A 2ND PASS OVER AN AREA, THE PLT HEARD A "MUFFLED POP" THAT HE BELIEVED HAD COME FROM THE FWD PART OF THE ACFT. HE SAID HE NOTED A FLUCTUATION OF THE MANIFOLD PRESSURE & BELIEVED HE HAD AN ENG PRBLM. AT ABOUT THAT TIME, THE ACFT HIT TREES & CRASHED ON SNOW COVERED TERRAIN. DENSITY ALTITUDE WAS APRX 11,000 FT. THE REAR SEAT PASSENGER (WITH ONLY MINOR INJURIES) WALKED 6 MI FOR HELP. AN INVESTIGATION REVEALED THE INITIAL IMPACT OCCURRED WHEN THE RIGHT HORIZONTAL STABILIZER HIT A TREE AT APRX 35 FT AGL & 460 FT FROM THE FINAL RESTING PLACE. THE ACFT THEN FLEW APRX 300 FT, WHERE THE LEFT WING TIP HIT A 2ND TREE. BEYOND THE 2ND TREE, THE PROP HAD SEVERED NUMEROUS TREE BRANCHES. THE REAR SEAT PASSENGER STATED THE ACFT WAS CIRCLING AT LOW ALT; SHE DIDN'T HEAR ANY CHANGE IN ENG SOUND, BUT HEARD THE STALL WARNING JUST BFR CRASHING. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND.

Brief of Accident (Continued)

File No. - 1081

11/10/89

OAKLEY,UT

A/C Reg. No. N3625U

Time (Lcl) - 1100 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. MANEUVER - INITIATED - PILOT IN COMMAND
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. ALTITUDE - MISJUDGED - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
9. DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT DIVERTED HIS ATTENTION, MISJUDGED HIS ALTITUDE AND FAILED TO MAINTAIN CLEARANCE ABOVE THE TREES,
WHILE MANEUVERING AT LOW ALTITUDE OVER MOUNTAINOUS TERRAIN. THE MOUNTAINOUS TERRAIN, HIGH DENSITY ALTITUDE,
LOW AIRSPEED, AND TREES WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1071 1/14/89 WINCHESTER,VA A/C Reg. No. N714CR Time (Lcl) - 1220 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LEESBURG,VA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 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 - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2741
SE LAND,ME LAND	Months Since - 16	Make/Model- 620
	Aircraft Type - C-152	Instrument- 113
		Multi-Eng - 23
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 3
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI AND STUDENT WERE PRACTICING MANUEVERS AT 3000 FT MSL FOR ABOUT 40 MINUTES. THE CFI SAID THERE WAS AN ENGINE RPM DROP, BUT IT WAS RESTORED WHEN CARB HEAT WAS USED. THE CARB HEAT WAS KEPT ON. THE CFI SAID HE DESCENDED TO 1000 FT AGL AND POWER WAS REDUCED TO 2000 RPM. SHORTLY AFTERWARD, THE CFI NOTICED THE POWER HAD DROPPED TO ABOUT 1500 TO 1800 RPM AND ALTITUDE COULD NOT BE MAINTAINED. DRG A FORCED LANDING IN AN OPEN FIELD, THE NOSEWHEEL DUG IN & THE ACFT NOSED OVER. A POST-ACDNT OPERATIONAL TEST OF THE ENG REVEALED SATISFACTORY OPERATION AFTER IT WAS STARTED ON THE FIRST ATTEMPT. APRX 18 MI NORTHEAST AT MARTINSBURG, WV, THE 1257 EST TEMP & DEW POINT WERE 35 & 15 DEG, RESPECTIVELY.

Brief of Accident (Continued)

File No. - 1071

1/14/89

WINCHESTER, VA

A/C Reg. No. N714CR

Time (Lcl) - 1220 EST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)
2. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PARTIAL LOSS OF ENGINE POWER FOR AN UNKNOWN REASON. SOFT TERRAIN WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1005 6/09/89 ASHLAND, VA A/C Reg. No. N33320 Time (Lcl) - 1535 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 -APPROACH					

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LEBANON, VA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HANOVER COUNTY MUNI
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4650/ 80
Lowest Sky/Clouds - N/A	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 2900 FT BROKEN	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 317
SE LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - PA-28	Make/Model- 305
		Instrument- 54
		Last 30 Days- 10
		Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES RPRTD THE ACFT WAS HIGH & FAST ON FINAL APCH, THEN IT LEVELED OFF ABOUT 15 FT ABOVE THE RWY. AFTER TRAVELING A SHORT DISTANCE, THE ACFT BEGAN CLIMBING AS IF THE PLT WAS MAKING A GO-AROUND & IT ENTERED A LEFT TURN OVR TREES BESIDE THE RWY. WITNESSES SAID THEY DID NOT HEAR ANY CHANGE IN ENG RPM WHEN THE ACFT BEGAN THE CLIMBING TURN. SUBSEQUENTLY, IT DSCNDD, HIT TWO TREES (ON AN EASTERLY HDG) & CAME TO REST APRX 225 YDS NORTHEAST OF RWY 16. THE 1ST TREE WAS STRUCK BY THE ACFT'S RGT WING, 28 FT AGL & ABOUT 35 YDS FROM WHERE THE MAIN WRECKAGE CAME TO REST. RPRTDLY, THE ACFT WAS TURNING LEFT WHEN IT IMPACTED THE 1ST TREE. PROPELLER SLASH MARKS WERE FOUND AT THE BASE OF THE 2ND TREE, ABOUT 4 YDS FROM THE MAIN WRECKAGE; THE PROPELLER BLADES WERE CURLED BY IMPACT DAMAGE. NO PREIMPACT PART FAILURE/MALFUNCTION OF THE ACFT OR ENG WAS FOUND.

Brief of Accident (Continued)

File No. - 1005

6/09/89

ASHLAND,VA

A/C Reg. No. N33320

Time (Lcl) - 1535 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
 2. GO-AROUND - IMPROPER - PILOT IN COMMAND
 3. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
 4. OBJECT - TREE(S)
 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER GO-AROUND BY THE PILOT BY NOT MAINTAINING A CLIMB AND OBTAINING PROPER ALTITUDE BEFORE TURNING. THE PILOT'S
POOR APPROACH AND THE TREES WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1116

7/09/89

BEALETON, VA

A/C Reg. No. N56940

Time (Lcl) - 1445 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -AIRSHOW

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - BOEING A75N-1

Eng Make/Model - P&W R-985

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 3200

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 450 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/012 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 7000 FT SCATTERED

Lowest Ceiling - 20000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRSTRIP

Airport Data

FLYING CIRCUS

Runway Ident - 16

Runway Lth/Wid - 2500/ 150

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

Age - 61

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

ATP,CFI

Current - YES

Total - 33000

Last 24 Hrs - 10

SE LAND,ME LAND

Months Since - 3

Make/Model- 3000

Last 30 Days- 25

Aircraft Type - PT-17

Instrument- 3250

Last 90 Days- 70

Multi-Eng - 28000

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACDNT OCCURRED AS THE PLT WAS PERFORMING A LOW ALTITUDE SLOW ROLL AROUND A POINT. WHILE IN AN INVERTED POSITION, THE ENGINE MISSED AND MOMENTARILY LOST POWER. THE PLT DID NOT MAINTAIN SUFFICIENT ALT AS HE WAS ROLLING OUT OF THE MANEUVER. THE RIGHT WING STRUCK THE GROUND, AND THE ACFT CARTWHEELED. THE ONLY DISCREPANCY FOUND WITH THE ENGINE WAS THE PRESENCE OF WATER IN THE CARB FUEL BOWL. THE ACFT WAS NOT EQUIPPED WITH AN INVERTED FLIGHT FUEL SYSTEM/CARBURETOR. AT THE TIME THAT THE LOSS OF POWER OCCURRED, THE AIRCRAFT WAS ABOUT 30 FEET ABOVE GROUND LEVEL.

Brief of Accident (Continued)

File No. - 1116

7/09/89

BEALETON, VA

A/C Reg. No. N56940

Time (Lcl) - 1445 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
 2. AEROBATICS - INITIATED - PILOT IN COMMAND
 3. LOW PASS - PERFORMED - PILOT IN COMMAND
 4. FLUID,FUEL - WATER
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

5. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
WATER IN THE FUEL, WHICH RESULTED IN A MOMENTARY LOSS OF POWER DURING AN INVERTED LOW PASS, AND THE
PILOT'S FAILURE TO PLAN THE MANEUVER TO ALLOW FOR APPROPRIATE REMEDIAL ACTION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1123 7/22/89 BLACKSBURG,VA A/C Reg. No. N69WP Time (Lcl) - 1450 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	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING IO-540-K1G5D	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 - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	COLUMBUS,OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	VIRGINIA TECH
Wind Dir/Speed- 060/005 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 100
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 450
SE LAND	Months Since - 0	Last 24 Hrs - 4
	Aircraft Type - PA-32R	Make/Model- 200
		Last 30 Days- 10
		Instrument- 80
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT NOTED THAT DURING ARRIVAL, THE WIND SOCK WAS LIMP. HE TRIED TO CONTACT UNICOM, BUT THERE WAS NO ANSWER, SO HE ELECTED TO LAND ON RWY 30. HE STATED THAT DURING THE LANDING, THE PLANE TOUCHED DOWN & "FLIPPED OVER ON ROLLOUT." AN INV REVEALED EVIDENCE THAT THE ACFT HAD IMPACTED ON THE RWY, THEN SKIDDED OFF THE LEFT SIDE AT AN ANGLE. PIECES OF THE LEFT WING WERE REMAINING ON THE RWY. THE PLANE CAME TO REST INVERTED (71 FT LEFT OF THE RWY) AFTER SKIDDING SVRL HUNDRED FT. ITS LEFT WING HAD SEPD NEAR THE WING ROOT & THE RGT WING WAS EXTENSIVELY DMGD. ONE WITNESS STATED THAT THE PLANE "SEEMED TO TOUCH THE GROUND NOSE FIRST AND FALL APART." ANOTHER WITNESS STATED THAT "BEFORE HITTING THE RUNWAY, IT LOOKED AS THOUGH THE PLANE TILTED SLIGHTLY TO THE RIGHT AND THE NOSE BEGAN TO RISE. WHEN THE PLANE HIT THE RUNWAY, IT TILTED TO THE RIGHT BREAKING THE WING OFF." THE PLT BELIEVED HE HAD ENCTRD UNFAVORABLE WIND; AFTER THE ACDNT, HE ESTD THE WIND WAS FM 060 DEG A 5 KTS. APRX 23 MI SOUTH AT ROANOKE, THE WIND WAS CALM.

Brief of Accident (Continued)

File No. - 1123

7/22/89

BLACKSBURG,VA

A/C Reg. No. N69WP

Time (Lcl) - 1450 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - TAILWIND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO MAINTAIN CONTROL OF THE AIRCRAFT DURING THE LANDING FLARE/TOUCHDOWN. FACTORS
RELATED TO THE ACCIDENT WERE: ADVERSE WIND CONDITIONS AND THE PILOT'S INADEQUATE COMPENSATION FOR
THE WIND.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1114 7/02/89 FORT ATKINSON,WI A/C Reg. No. N1271H Time (Lcl) - 1900 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	1	0
						0	1

-----Aircraft Information-----

Make/Model	- AERONCA 15AC	Eng Make/Model	- CONTINENTAL O-300	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2100	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	
Method	- N/A	COTTAGE GROVE,WI	
Completeness	- N/A	Destination	
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 160/010 KTS	Runway Ident	- N/A
Visibility	- 6.0 SM	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 5000 FT SCATTERED	Runway Surface	- N/A
Lowest Ceiling	- 25000 FT BROKEN	Runway Status	- N/A
Obstructions to Vision	- HAZE		
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 - 280	Last 24 Hrs - 1
SE LAND	Months Since - 3	Make/Model - 276	Last 30 Days - 41
	Aircraft Type - 15AC	Instrument - 4	Last 90 Days - 53
		Multi-Eng - 0	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, THE ENGINE LOST POWER. SUBSEQUENTLY, THE PILOT WAS FORCED TO MAKE AN EMERGENCY LANDING IN TREES. AN INVESTIGATION REVEALED WATER IN THE FUEL TANK AND CARBURETOR. AFTER DRAINING THE CARBURETOR AND FUEL TANK AND ADDING FUEL, THE ENGINE WAS SUCCESSFULLY RUN FOR 1 MINUTE.

Brief of Accident (Continued)

File No. - 1114

7/02/89

FORT ATKINSON, WI

A/C Reg. No. N1271H

Time (Lcl) - 1900 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
 4. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
WATER CONTAMINATION OF THE FUEL AND THE PILOT'S INADEQUATE PREFLIGHT. FACTORS RELATED TO THE ACCIDENT WERE:
LACK OF SUITABLE TERRAIN FOR A FORCED LANDING & TREES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1091 7/22/89 WISCONSIN DELLS,WI A/C Reg. No. N736DA Time (Lcl) - 1215 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA R172K	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WAVERLY,IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FOND DU LAC,WI	Runway Ident - N/A
Wind Dir/Speed- 060/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 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 - 2200 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
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 - 154
SE LAND	Months Since - 10	Last 24 Hrs - 2
	Aircraft Type - C-172K	Make/Model- 69
		Last 30 Days- 4
		Instrument- 3
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE PLT HEARD A "MUFFLED POP" FROM THE ENG. APRX 30 SEC LATER, HE NOTICED SMOKE ENTERING THE COCKPIT & SOME POWER LOSS. OIL PRESSURE WAS OBSERVED GOING TO ZERO. THE PLT SHUT OFF THE FUEL & MADE AN EMERG LANDING. DRG THE LANDING, THE LEFT WING STRUCK A TREE & THE ACFT WAS DAMAGED. A POST-ACDNT INSPN REVEALED THE OIL FILLER CAP WAS LOOSE & HANGING FROM ITS CHAIN. A TEARDOWN INSPN OF THE ENG REVEALED NO EVIDENCE OF MECHANICAL DEFECTS WHICH WOULD HAVE ACCOUNTED FOR THE OIL LOSS.

Brief of Accident (Continued)

File No. - 1091

7/22/89

WISCONSIN DELLS, WI

A/C Reg. No. N736DA

Time (Lcl) - 1215 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM, OIL FILLER CAP - LOOSE
 2. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
 3. FLUID, OIL - LEAK
 4. FLUID, OIL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO INSURE THE OIL FILLER CAP WAS PROPERLY SECURED WHEN HE SERVICED THE AIRCRAFT BEFORE TAKEOFF,
AND SUBSEQUENT LOSS OF OIL AND OIL EXHAUSTION. THE TREE WAS CONSIDERED TO BE A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1056

7/29/89

WATERTOWN,WI

A/C Reg. No. N3954R

Time (Lc1) - 1640 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 070/008 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 400 FT
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SEDALIA,MO
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

WATERTOWN
Runway Ident - 23
Runway Lth/Wid - 3965/ 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 - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1053	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-----

DRG THE LANDING ROLL, THE ACFT RAN OFF THE DEPARTURE END OF THE WET RWY & WENT THRU A FENCE & DITCH BEFORE COMING TO A STOP ON A ROADWAY. THE WX CONDS AT THE TIME OF THE ACDNT WERE DESCRIBED AS "MUCKY," WITH LOW CEILINGS (200' TO 400'), LOW VISIBILITIES (1 TO 1-1/2 MI), & A STEADY RAIN. A WITNESS, WHO SAW THE ACFT ON SHORT FINAL APCH FOR THE RWY, RPRTD THAT IT APPEARED TO BE TOO FAST. HE ESTIMATED THE ACFT TOUCHED DOWN APRX 600' FROM THE DEPARTURE END OF THE 4000' RWY. THE 63 YR OLD VFR PLT & THE 86 YR OLD ACFT OWNER TOLD WITNESSES THAT THEY DID NOT HAVE ENOUGH FUEL TO GO AROUND. AN INSPN OF THE FUEL TANKS REVEALED ABOUT 5 GAL OF FUEL IN THE LEFT TANK, WHILE THE RIGHT TANK WAS ALMOST EMPTY. THE ACFT OWNER/RIGHT SEAT PASSENGER WAS ALSO A RATED PLT, BUT SHE HAD OPEN HEART SURGERY IN LATE 1988 & NO LONGER HELD A VALID MED CERT. APRX 39 MI ESE AT MILWAUKEE, THE 1650 CDT WX WAS IN PART: PARTIAL OBSCURATION, 3500' BROKEN, VISIBILITY 1.5 MI HAZE & LIGHT RAIN, WIND 070 DEG AT 8 KTS.

Brief of Accident (Continued)

File No. - 1056

7/29/89

WATERTOWN,WI

A/C Reg. No. N3954R

Time (Lcl) - 1640 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - RAIN
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
7. DISTANCE - MISJUDGED - PILOT IN COMMAND
8. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
9. PROPER TOUCHDOWN POINT - NOT ATTAINED -
10. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
11. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION -

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

12. OBJECT - FENCE

Occurrence #4 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

13. TERRAIN CONDITION - DITCH
14. TERRAIN CONDITION - ROADWAY/HIGHWAY

----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 MISJUDGEMENT OF DISTANCE AND SPEED DURING THE LANDING, WHICH RESULTED
IN FAILURE TO ATTAIN A PROPER TOUCHDOWN POINT. CONTRIBUTING FACTORS WERE: THE WEATHER CONDITIONS, THE PILOT'S
CONTINUED FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC), INADEQUATE FUEL SUPPLY TO MAKE A GO-AROUND, WET
RUNWAY WITH HYDROPLANING CONDITIONS, THE FENCE, THE DITCH, AND THE ROADWAY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1180

8/22/89

TOMAH, WI

A/C Reg. No. N22KK

Time (Lc1) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - TIERRA II PANTHER 2 PLUS
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - BOMBARDIER ROTAX
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 64 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 360/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

BOGER FIELD
Runway Ident - 24
Runway Lth/Wid - 3900/ 76
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
GLIDER

Age - 51
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 461	Last 24 Hrs	- UNK/NR
Make/Model-	15	Last 30 Days-	UNK/NR
Instrument-	60	Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ULTRA-LIGHT TYPE AIRPLANE SETTLED BACK TO THE RUNWAY AFTER LIFT-OFF. SUBSEQUENTLY, IT TOUCHED DOWN HARD, BOUNCED & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1180

8/22/89

TOMAH,WI

A/C Reg. No. N22KK

Time (Lcl) - 1900 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF

Finding(s)

3. TERRAIN CONDITION - RUNWAY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S PREMATURE LIFTOFF, WHICH RESULTED IN A STALL/MUSH AND SUBSEQUENTLY IMPACT ON THE RUNWAY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1057 10/14/89 CEDARBURG,WI A/C Reg. No. N1325U Time (Lcl) - 1520 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	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172M	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	MILWAUKEE,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GROB FIELD
Wind Dir/Speed- 300/008 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 200
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1019
SE LAND	Months Since - 5	Make/Model- 402
	Aircraft Type - C-172	Instrument- 88
		Multi-Eng - 1
		Last 24 Hrs - 3
		Last 30 Days- 59
		Last 90 Days- 196

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG AN INSTRUCTIONAL FLT, AN EMERGENCY LANDING TO AN ARPT WAS DEMONSTRATED, SIMULATING AN ENG FAILURE. THE INSTRUCTOR (CFI) RPRTD THAT DRG A SUBSEQUENT GO-AROUND, THE ACFT FAILED TO FLY OUT OF GROUND EFFECT BEFORE REACHING A CORN FIELD AT THE END OF THE RWY. THE ACFT BEGAN TO SETTLE OVER THE CORN FIELD AS IT WAS APCHG POWER LINES. REALIZING THE ACFT WOULD NOT CLIMB OVER THE POWER LINES, THE CFI OPTED TO FLY UNDER THE WIRES. HOWEVER, THE TOP OF THE VERTICAL STABILIZER CONTACTED & SEVERED THE LOWERMOST WIRE. THE ACFT THEN CONTACTED THE GROUND, BOUNCED, SETTLED IN A LOT WITH TALL WEEDS & NOSED OVER. NO PREIMPACT ANOMALIES WERE FOUND IN THE AIRFRAME OR ENG THAT WOULD HAVE CONTRIBUTED TO THE OCCURRENCE.

Brief of Accident (Continued)

File No. - 1057

10/14/89

CEDARBURG,WI

A/C Reg. No. N1325U

Time (Lcl) - 1520 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. TOUCH-AND-GO - INITIATED -
3. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
4. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND(CFI)
5. PROPER CLIMB RATE - NOT ATTAINED -
6. OBJECT - WIRE,TRANSMISSION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF

Finding(s)

7. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3 NOSE OVER
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
DELAY OF THE FLIGHT INSTRUCTOR (CFI) IN MAKING A GO-AROUND AND HIS FAILURE TO ATTAIN SUFFICIENT AIRSPEED TO
CLIMB AFTER TAKING OFF AGAIN. THE TRANSMISSION WIRE (POWER LINE) AND HIGH VEGETATION WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1130 10/19/89 DODGEVILLE, WI A/C Reg. No. N1517U Time (Lcl) - 0740 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -FREIGHT RUNNERS, INC.	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
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 207	Eng Make/Model - CONTINENTAL IO-520-F3B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	MILWAUKEE, WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DODGEVILLE MUNI
Wind Dir/Speed- 020/015 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2750/ 50
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3900 FT OVERCAST	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 - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2500
SE LAND, ME LAND	Months Since - 4	Make/Model- 600
	Aircraft Type - C-207	Instrument- 350
		Multi-Eng - 380
		Last 24 Hrs - 2
		Last 30 Days- 27
		Last 90 Days- 186

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG THE LNDG ROLL, THE ACFT BECAME AIRBORNE AS IT TRAVELED OVER A CROWN/CREST IN THE RWY. THE PLT SAID HE APPLIED FULL POWER TO AVOID A STALL, THEN CONTINUED WITH FULL POWER APPLIED TO GO AROUND. HOWEVER, THE ACFT SETTLED BACK TO THE RWY & THE PLT DECIDED THERE WAS INSUFFICIENT AIRSPEED & RWY REMAINING TO GO AROUND. HE APPLIED HEAVY BRAKING, BUT WAS UNABLE TO STOP ON THE RWY. THE ACFT CONTD OFF THE DEP END & WENT DOWN AN EMBANKMENT TOWARD A HIGHWAY. THE PLT INTENTIONALLY SWERVED THE ACFT TO THE RIGHT TO AVOID THE ROAD. WHILE TURNING TO THE RIGHT, THE LEFT WING HIT UNEVEN TERRAIN & WAS DAMAGED. THE FIRST PART OF THE RWY HAD A 3% UPSLOPING GRADE. THE PLT ESTIMATE THE WIND WAS FROM 020 DEG AT 15 GUSTING 25 KTS.

Brief of Accident (Continued)

File No. - 1130

10/19/89

DODGEVILLE, WI

A/C Reg. No. N1517U

Time (Lcl) - 0740 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
 4. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 5. DISTANCE - MISJUDGED - PILOT IN COMMAND
 6. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 7. GO-AROUND - DELAYED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN
 9. GROUND LOOP/SWERVE - INTENTIONAL -
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
PILOT'S IMPROPER PLANNING/DECISION AND HIS DELAY IN DECIDING TO GO AROUND. FACTORS RELATED TO THE ACCIDENT WERE:
THE UNFAVORABLE WIND CONDITIONS, THE PILOT'S VISUAL PERCEPTION ON THE CROWNED RUNWAY, HIS MISJUDGEMENT OF SPEED
AND REMAINING DISTANCE ON THE RUNWAY, AND UNEVEN TERRAIN BEYOND THE END OF THE RUNWAY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1197 11/26/89 EAU CLAIRE,WI A/C Reg. No. N5115Q Time (Lcl) - 1600 CST

-----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 -TAKEOFF			0	0	0
					None
					1
					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-----

<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- 140/004 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 8000 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 - TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>EAU CLAIRE COUNTY</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 7300/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 39</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-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 14</p> <p>Make/Model- 14</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 7</p> <p>Last 90 Days- 14</p> <p>Rotorcraft - 0</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TOUCH-&-GO LANDINGS ON HIS 2ND SUPERVISED SOLO FLIGHT. AFTER A LANDING ON RUNWAY 22, HE APPLIED FULL POWER TO TAKEOFF. WHILE ROLLING, HE LOST DIRECTIONAL CONTROL. SUBSEQUENTLY, THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY, HIT A RUNWAY LIGHT, & WAS DAMAGED. THE STUDENT REPORTED THAT HE WAS PREOCCUPIED WITH SPACING ON THE AIRCRAFT THAT HAD LANDED BEFORE HIM. THE WIND WAS REPORTED TO BE FROM 140 DEG AT 4 KTS.

Brief of Accident (Continued)

File No. - 1197

11/26/89

EAU CLAIRE, WI

A/C Reg. No. N5115Q

Time (Lcl) - 1600 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

1. TOUCH-AND-GO - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

7. OBJECT - RUNWAY LIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE STUDENT PILOT TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT, WHICH RESULTED IN AN INADVERTENT
GROUND SWERVE. FACTORS RELATED TO THE ACCIDENT WERE: THE CROSSWIND, THE STUDENT'S LACK OF TOTAL EXPERIENCE,
HIS DIVERSION OF TOO MUCH ATTENTION TO THE OTHER AIRCRAFT, AND THE RUNWAY LIGHT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1106 6/25/89 EVANSTON,WY A/C Reg. No. N24607 Time (Lcl) - 1430 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

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
4

-----Aircraft Information-----

Make/Model - BEECH A24R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 6

Eng Make/Model - LYCOMING IO-360-A1B6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - 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
EVERETT,WA
Destination
BRIGHAM CITY,UT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 36

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - C-172XP

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	191	Last 24 Hrs	-	3
Make/Model	-	85	Last 30 Days	-	32
Instrument	-	4	Last 90 Days	-	53

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND FOUR PAX (HIS FAMILY) WERE ON A X-COUNTRY FLIGHT. THE PILOT SAID HE BECAME DISORIENTED WHILE NAVIGATING BY LORAN AND FLEW UNTIL THE PLANE WAS LOW ON FUEL. SUBSEQUENTLY, HE MADE AN EMERGENCY LANDING BESIDE A HIGHWAY. DURING THE LANDING ROLL, THE RIGHT MAIN GEAR COLLAPSED AND THE ACFT WAS DAMAGED. A POST ACCIDENT INVESTIGATION REVEALED THERE WAS NO FUEL IN EITHER TANK.

Brief of Accident (Continued)

File No. - 1106

6/25/89

EVANSTON,WY

A/C Reg. No. N24607

Time (Lcl) - 1430 MDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 3. FLUID,FUEL - LOW LEVEL
 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 5. TERRAIN CONDITION - ROUGH/UNEVEN
 6. LANDING GEAR,MAIN GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT BECAME DISORIENTED AND DELAYED IN TAKING REMEDIAL ACTION, WHICH RESULTED ON A CRITICALLY LOW FUEL LEVEL.
A FACTOR RELATED TO THE ACCIDENT WAS: ROUGH/UNEVEN TERRAIN IN THE EMERGENCY LANDING AREA.

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

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