

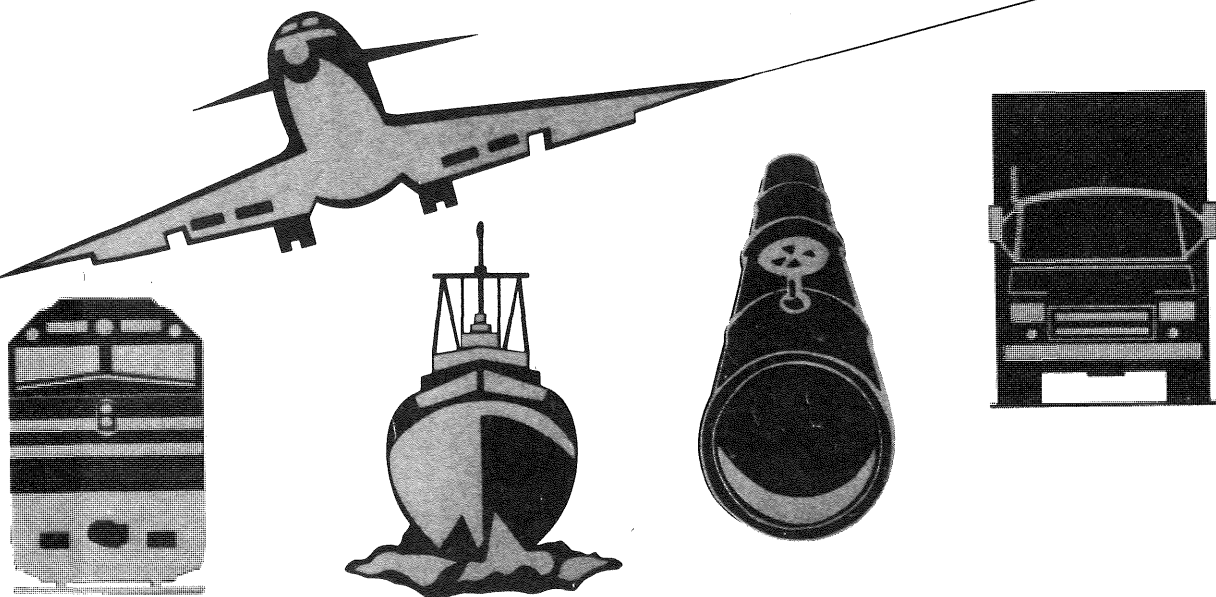
NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S.CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 7 OF 1989 ACCIDENTS



TECHNICAL REPORT DOCUMENTATION PAGE

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15. Supplementary Notes					
16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1989. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, approximately fifteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p style="text-align: center;">File Numbers: 1201 through 1378 1380 through 1400</p>					
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FOREWORD

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

This publication is issued 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 cowling, 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 7

CALENDAR YEAR 1989

File Order Listing - Issue No. 7, 1989

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
01201	9335R	090489	WIGGINS, CO	CESSNA	A188B	FATAL	082
01202	2610H	120389	WAYNESVILLE, OH	SCHWEIZER	SGS-2-33A	NONE	300
01203	1068J	060389	BOULDER CITY, NV	AERO COMMAND	112	NONE	284
01204	8978R	051589	COPALIS BEACH, WA	CHAMPION	7GCB	NONE	378
01205	CGREV	050889	WOODLAND, WA	CESSNA	172	NONE	376
01206	128AF	031889	JEROME, ID	NORTH AMERIC	T-28A	NONE	150
01207	4744T	062889	LOPEZ, WA	MAULE	M4-210	NONE	380
01208	38AM	071789	ARLINGTON, WA	MIRSEPASY	3Q2	NONE	384
01209	4175R	070489	EXCELSOR SPRGS, MO	PIPER	PA-32-300	NONE	228
01210	9627G	062889	EVELETH, MN	CESSNA	U206	FATAL	210
01211	132BA	092189	LITTLEFORK, MN	BEECH	80	NONE	218
01212	48426	072589	HARVIELL, MO	GRUMMAN	G-164A	MINOR	230
01213	8976Q	070389	JONESBORO, AR	AERO COMMAND	S2R	NONE	014
01214	6545P	052089	SAN DIEGO, CA	PIPER	PA-24-250	NONE	048
01215	5123S	072289	VAN NUYS, CA	PIPER	PA-28R-200	MINOR	050
01216	8199P	051589	WINSLOW, AR	PIPER	PA-24-250	FATAL	010
01217	59414	062289	DYER, NV	BELL	47G3B2A	MINOR	286
01218	4069H	070889	ALBUQUERQUE, NM	RAVEN	RX-7	MINOR	278
01219	82908	063089	TELLURIDE, CO	PIPER	PA-32R-301	NONE	072
01220	8986C	062889	ORCHARDS, WA	PIPER	PA-20	NONE	382
01221	14HS	073089	NEWPORT, WA	ABBOTT	GYROPLANE	NONE	386
01222	8745D	041989	GETTYSBURG, PA	PIPER	PA-22-160	MINOR	314
01223	45981	050189	BURLINGTON, VT	CESSNA	152	NONE	374
01224	82AH	042789	BEAVER FALLS, PA	CESSNA	C182Q	NONE	316
01225	9946Q	041489	PALMYRA, PA	CESSNA	172M	NONE	310

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01226	1798H	050389	JACKSON, CA	CESSNA	310C	NONE	046
01227	808VV	072689	MARANA, AZ	FFA	DIAMENT 16	SERIOUS	032
01228	7972K	080289	LINDON, MI	BEECHCRAFT	S35	NONE	200
01229	73871	110689	ELBERTON, GA	BELL	47G/TOMCAT	FATAL	140
01230	8468H	041589	W.MIFFLIN, PA	PIPER	PA-34-220T	NONE	312
01231	9049J	051189	OZARK, AL	HUGHES	269A	NONE	006
01232	6579Z	061489	AUXVASSE, MO	PIPER	PA-25-235	FATAL	226
01233	2730D	072889	PARKIN, AR	MIELEC	M-18	FATAL	016
01234	8102A	072389	KYLE, SD	CESSNA	170B	NONE	326
01235	5851C	081289	FORT LAUDERDALE, FL	CESSNA	402C	NONE	094
01236	757WX	082089	COLUMBUS, MS	CESSNA	152	MINOR	246
01237	49938	082089	PENSACOLA, FL	CESSNA	152	MINOR	096
01238	841DP	080689	HOLLYWOOD, FL	CESSNA	195B	NONE	092
01239	5511S	092189	WINNSBORO, LA	CESSNA	188	SERIOUS	184
01240	3826D	022289	BROWNSVILLE, TX	CESSNA	182A	SERIOUS	334
01241	4381G	022389	ORANGE, TX	MCCULLOCH	J-2	NONE	336
01242	204AJ	091689	HOUSTON, TX	BEECH	BE 100	SERIOUS	350
01243	5175U	021889	AUSTIN, TX	CESSNA	206	MINOR	332
01244	51VP	090689	DENTON, TX	NORTH AMERIC	F-51	FATAL	346
01245	17AT	111089	FLOYDADA, TX	BEECH	95	NONE	354
01246	9507D	060789	FT LEAVENWORTH, KS	PIPER	PA-22-160	NONE	168
01247	5303Z	093089	NORTH OMAHA, NE	PIPER	PA-22-108	NONE	266
01248	8068C	090489	CHANHASSEN, MN	PIPER	PA-28-161	NONE	214
01249	3610L	091589	BARNESVILLE, MN	CESSNA	172	MINOR	216
01250	7136B	081489	ST. CLAIR, MO	PIPER	PA-22-150	SERIOUS	232

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01251	24TW	081289	TOPEKA, KS	CESSNA	180	NONE	172
01252	7310H	061989	INT'L FALLS, MN	CESSNA	A185F	NONE	208
01253	8152R	050689	BRAINERD, MN	BEECH	58	MINOR	204
01254	1012Z	101389	HEAFER, AR	AIR TRACTOR	AT-502	MINOR	022
01255	6FP	102489	CALEDONIA, MN	PIERCE	MP-2	NONE	222
01256	704SZ	102389	CHEROKEE VILL, AR	CESSNA	150	NONE	024
01257	704NP	121889	LACROSSE, WI	CESSNA	150M	MINOR	394
01258	2545A	070989	INDIANAPOLIS, IN	PIPER	PA-38-112	NONE	162
01259	7825D	081289	LIMA, OH	PIPER	PA-22-150	SERIOUS	298
01260	736HC	091789	YPSILANTI, MI	CESSNA	172	NONE	202
01261	44502	092889	MT. HOREB, WI	PIPER	PA-28-180	NONE	388
01262	4114W	111089	HAYS, KS	PIPER	PA-32-300	NONE	176
01263	106SC	113089	CREVE COEUR, MO	SAINT LOUIS	YPT-15	NONE	244
01264	52158	112489	ST. LOUIS, MO	CESSNA	180	NONE	242
01265	47446	111089	CAPE GIRARDEAU, MO	CESSNA	152	NONE	240
01266	95177	111189	PINE BLUFF, AR	PIPER	PA-28-140	NONE	028
01267	4115Y	111189	SPRINGDALE, AR	BELLANCA	7GCBC	NONE	026
01268	2366N	102289	CHARLES CITY, IA	PIPER	PA-38-112	NONE	148
01269	9706H	093089	SHOTGUN HILLS, AK	CESSNA	185	SERIOUS	004
01270	7047X	101989	BROOTEN, MN	CESSNA	150	MINOR	220
01271	11PG	100689	HASTY, AR	CESSNA	182	NONE	020
01272	8222F	100689	JEFFERSON CITY, MO	PIPER	PA-28-161	NONE	238
01273	5336R	101989	OMAHA, NE	CESSNA	172	NONE	268
01274	47DB	101489	WATERLOO, IA	CESSNA	P210	NONE	146
01275	53264	101389	YATES CENTER, KS	CESSNA	152	NONE	174

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01276	6569V	100289	GAINESVILLE, MO	BELLANCA	17-30	SERIOUS	236
01277	7914A	100189	SWAN, IA	STITTS-ITRICH	SA6B	NONE	144
01278	3106V	100189	MOUNTAIN VIEW, MO	BEECH	35	NONE	234
01279	CGODM	100189	GREERS FERRY, AR	ALON	AIRCOUPE	NONE	018
01280	7504V	040889	BARNWELL, SC	CESSNA	177RG	MINOR	322
01281	2124A	052989	MEDINA, OH	PIPER	PA-22-135	SERIOUS	294
01282	2720E	070789	GLENWOOD SPGS, CO	CESSNA	172	NONE	074
01283	65673	122689	MIDDLETOWN, OH	CESSNA	172P	NONE	304
01284	75912	121089	MIDDLETON, WI	CESSNA	172N II	NONE	392
01285	7988M	120989	CABLE, WI	BEECHCRAFT	V35	NONE	390
01286	39035	072789	MADISON, IN	GRUMMAN	AA-1C	NONE	164
01287	2944P	040489	CHICAGO, IL	PIPER	PA-22-150	NONE	154
01288	8912S	112489	WICHITA, KS	CESSNA	150	NONE	178
01289	8462S	063089	SOUTHAMPTON, MA	ROBINSON	R-22A	NONE	194
01290	9183H	080589	RUIDOSO, NM	CESSNA	172M	MINOR	280
01291	9515Y	060989	HALLS CROSSING, UT	CESSNA	210	NONE	368
01292	4391A	070389	RED LODGE, MT	PIPER	PA-28RT-20	SERIOUS	256
01293	3718K	100189	SULPHUR, LA	GLOBE	GC-1B	SERIOUS	188
01294	8132J	070789	TIERRA AMARILLA, NM	BELL	47G-3B-2	NONE	276
01295	289RL	112789	CRESSON, TX	PIPER	PA-23-160	NONE	360
01296	8188A	102389	NEW BOSTON, TX	CESSNA	170B	NONE	352
01297	150RA	120489	STEPHENVILLE, TX	CESSNA	150	SERIOUS	362
01298	6814V	081589	DAVIS, OK	MOONEY	M20F	NONE	306
01299	714AE	112789	FORT WORTH, TX	CESSNA	150	NONE	358
01300	13055	112089	PORT ALLEN, LA	CESSNA	172	NONE	192

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01301	2792F	102989	LEESVILLE, LA	CESSNA	182J	NONE	190
01302	8426B	120589	TOMBALL, TX	PIPER	PA-34	NONE	364
01303	3892V	040689	KANKAKEE, IL	CESSNA	150M	FATAL	156
01304	2231M	050989	FORT PIERCE, FL	PIPER	PA-44-180	FATAL	088
01305	63009	111189	OCEAN CITY, NJ	CESSNA	150M	MINOR	274
01306	9252V	041589	LYNCH, KY	MOONEY	M20F	FATAL	180
01307	500V	010289	MANSFIELD, OH	MITSUBISHI	MU-2B	FATAL	292
01308	9114B	053189	BRISTOL, IN	PIPER	PA-46-310P	FATAL	160
01309	91052	071089	44 NW FAIRBANKS, AK	CESSNA	207	NONE	002
01310	7406F	083189	HATBORO, PA	BALLOON WORK	FIREFLY	SERIOUS	318
01311	21353	083189	WOLFEBORO, NH	PIPER	PA-32RT-30	MINOR	272
01312	9530B	022089	DURHAMVILLE, NY	CESSNA	172RG	NONE	288
01313	16929	081089	NANUET, NY	BELL	206B	NONE	290
01314	9967Q	072589	BOULDER, CO	PIPER	PA-18-135	NONE	078
01315	9K	122989	TULAROSA, NM	BEECH	35	SERIOUS	282
01316	3220J	091289	MARATHON, FL	CESSNA	150G	NONE	104
01317	3018T	110689	HAYWARD, CA	CESSNA	320	NONE	066
01318	2506A	110789	CHINO, CA	PIPER	PA-38	NONE	068
01319	96642	092989	EUREKA, CA	CESSNA	182	NONE	064
01320	9078U	092789	SCOTTSDALE, AZ	ROBINSON	R22	NONE	040
01321	252ER	092389	PHOENIX, AZ	CESSNA	172	NONE	038
01322	6101S	092289	PALO ALTO, CA	AIR & SPACE	18A	MINOR	062
01323	3871H	122989	LIZTON, IN	ERCOUPE	415-CD	NONE	166
01324	6036S	121889	HARRISON, OH	BEECH	58P	NONE	302
01325	66988	040789	BUNKER HILL, IL	CESSNA	152	SERIOUS	158

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01326	55191	033089	MONEE, IL	PIPER	PA-28-235	NONE	152
01327	9258U	111489	NORMAN, OK	CESSNA	150M	NONE	308
01328	3015Z	091989	WINKELMAN, AZ	PIPER	PA-22	NONE	036
01329	758HB	090789	TUCSON, AZ	CESSNA	172	NONE	034
01330	6289K	090289	RIVERSIDE, CA	CESSNA	150M	NONE	054
01331	24580	090289	SELMA, CA	BEECH	C23	NONE	056
01332	25649	090489	TORRANCE, CA	PIPER	PA-38-112	NONE	058
01333	58164	033089	MESA, AZ	HUGHES	269C	NONE	030
01334	5673W	071989	CRESTED BUTTE, CO	PIPER	PA-28-160	SERIOUS	076
01335	9438J	070289	WANNASKA, MN	CESSNA	T188C	FATAL	212
01336	8157R	122889	NORFOLK, NE	PIPER	PA-32-301	NONE	270
01337	1305	050789	WEST PLAINS, MO	GRIGG/BOWERS	FLYBABY	SERIOUS	224
01338	9318G	081689	PRATTVILLE, AL	CESSNA	188B	FATAL	008
01339	44516	080989	SPRINGFIELD, TN	BRATTON	RB-1	FATAL	330
01340	1322A	080789	EKALAKA, MT	PIPER	PA-18-125	NONE	258
01341	12DY	080889	GEORGETOWN, CO	BELL	206B	SERIOUS	080
01342	9661Y	080589	LOVELL, WY	BEECH	P35	MINOR	398
01343	6506L	061489	COLUMBUS, OH	GRUMMAN AMER	AA-5	MINOR	296
01344	48467	052389	MAXIE, LA	SCHWEIZER	G-164A	FATAL	182
01345	3353M	070389	SANGER, TX	PIPER	PA-12	FATAL	344
01346	2AT	092389	FRANKLINTON, LA	SOUS/MIDGET	SM-1	SERIOUS	186
01347	422K	111589	MINERAL WELLS, TX	BEECH	95-A55	NONE	356
01348	1691N	122789	STEPHENVILLE, TX	BELLANCA	8KCAB	NONE	366
01349	3937Z	060989	MIDLAND, TX	PIPER	PA-18-150	NONE	340
01350	9687A	091089	AUSTIN, TX	CESSNA	140A	NONE	348

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01351	5304U	070189	PETTIGREW, AR	CESSNA	U206	FATAL	012
01352	7032M	080889	INGALLS, KS	WSK-PZL-MIEL	PZL-M-18-A	FATAL	170
01353	75702	122889	BROOMFIELD, CO	CESSNA	172N	NONE	086
01354	67785	091689	YULEE, FL	CESSNA	152	MINOR	108
01355	8371H	091689	FORT MYERS, FL	PIPER	PA-34-220T	NONE	110
01356	711KD	092489	GREEN COVE SPGS, FL	COOLEY	LONG-EZ	SERIOUS	114
01357	17295	092889	ROCKLEDGE, FL	CESSNA	150L	NONE	116
01358	32133	091089	KEY WEST, FL	WACO	UPF-7	NONE	100
01358	6552F	091089	KEY WEST, FL	CESSNA	172N	NONE	102
01359	3724A	090389	BOONEVILLE, MS	PIPER	PA-22-135	SERIOUS	252
01360	5699J	082789	MILTON, FL	CESSNA	188A	MINOR	098
01361	5215E	082789	MADISON, MS	CESSNA	172N	NONE	250
01362	53327	082589	EDWARDS, MS	CESSNA	A188B	NONE	248
01363	2473J	072789	WEST JORDAN, UT	CESSNA	150G	NONE	370
01364	188TV	080689	VALLEY CITY, ND	CESSNA	188A	FATAL	264
01365	508SC	052289	OLDTOWN, MD	BELL	UH-1B	FATAL	196
01366	3274F	012589	TRUCKEE, CA	MOONEY	M20F	FATAL	042
01367	9WT	110489	CORDELE, GA	POND	MIDGET MUS	SERIOUS	138
01368	62268	112889	PARK CITY, UT	AEROSPATIALE	SA316B	FATAL	372
01369	65777	052589	DAVIE, FL	CESSNA	172P	FATAL	090
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AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 7 OF 1989 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1309 7/10/89 44 NW FAIRBANKS, AK A/C Reg. No. N91052 Time (Lcl) - 1745 ADT

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

Type Operating Certificate-

Type of Operation -NON SCHED, DOMESTIC, CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL

Fire NONE

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

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

Make/Model - CESSNA 207
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3800
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/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- 250/010 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 9000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FORT YUKON, AK

Destination

FAIRBANKS, AK

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 - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

HELICOPTER

Age - 39

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6315

Make/Model- 81

Instrument- 259

Multi-Eng - 2389

Last 24 Hrs - 7

Last 30 Days- 27

Last 90 Days- 81

Rotorcraft - 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPTD THAT BEFORE REACHING HIS DESTN, THE ENG LOST POWER OVER WOODED MOUNTAINOUS TERRAIN. HE TURNED THE ACFT BACK TO LAND DOWNWIND ON A SANDBAR, BUT OVERSHOT & TOUCHED DOWN IN WILLOWS. HE STATED THAT EARLIER, HE HAD FULLY SVCD THE PLANE & FLOWN IT 1 HR. HE CALCULATED THERE WAS 4 HRS OF FUEL REMAINING & THE FLT SHOULD HAVE TAKEN ONLY 2 HRS & 40 MIN. DRAINING OF THE FUEL TANKS AFTER THE ACDNT REVEALED THERE WAS 5 GAL IN THE LEFT WING TANK & LESS THAN 1 PINT IN THE RGT TANK. ACCORDING TO THE FLT MANUAL, THIS LEFT ONLY 1.5 GAL OF USABLE FUEL. THE PLT RPTD THERE WAS LIGHT TURBC DURING THE FLT. CALCULATIONS REVEALED THE ACFT NEEDED AN ADNL 5.4 GAL OF FUEL TO COMPLETE THE FLT.

Brief of Accident (Continued)

File No. - 1309

7/10/89

44 NW FAIRBANKS, AK

A/C Reg. No. N91052

Time (Lcl) - 1745 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. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. WEATHER CONDITION - TURBULENCE
5. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. TERRAIN CONDITION - SAND BAR
9. WEATHER CONDITION - TAILWIND
10. 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 STARVATION. FACTORS RELATED TO THE ACCIDENT WERE:
INACCURATE FUEL CONSUMPTION CALCULATIONS, INADEQUATE FUEL SUPPLY, TURBULENCE, TAILWIND, TERRAIN CONDITIONS, AND
TREES (WILLOWS) IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1269 9/30/89 SHOTGUN HILLS, AK A/C Reg. No. N9706H Time (Lcl) - 1300 ADT

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

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

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

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

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	BETHEL, AK			
Wind Dir/Speed	- 090/035 KTS			Runway Ident	- N/A
Visibility	- 20.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- N/A	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Ceiling	- 2300 FT BROKEN	Type of Clearance	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- RAIN				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 8500	Last 24 Hrs - UNK/NR
SE LAND, ME LAND, SE SEA	Months Since - 10	Make/Model- 4500	Last 30 Days- 60
	Aircraft Type - PA-32	Instrument- 30	Last 90 Days- 80
		Multi-Eng - 400	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE EXPERIENCED COMMERCIAL PILOT WAS ATTEMPTING TO TAKE OFF FROM A MOUNTAIN LAKE WITH TWO HUNTERS ABOARD. WIND CONDITIONS AT THE TIME WERE ESTIMATED AS GUSTING TO 45 KNOTS. SHORTLY AFTER LIFT OFF THE PILOT STATED THAT HE ENCOUNTERED A STRONG DOWNDRAFT. HE SAID THAT HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL OR ALTITUDE, AND SUBSEQUENTLY CRASHED ABOUT 200' FROM THE SHORELINE. THE PILOT SAID THAT HE COULD HAVE PREVENTED THE ACCIDENT HAD HE ELECTED TO STAY ON THE LAKE UNTIL THE WIND HAD SUBSIDED.

Brief of Accident (Continued)

File No. - 1269

9/30/89

SHOTGUN HILLS, AK

A/C Reg. No. N9706H

Time (Lcl) - 1300 ADT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. WEATHER CONDITION - DOWNDRAFT
 3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 4. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 5. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 6. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO ADEQUATELY EVALUATE THE EXISTING WEATHER CONDITIONS AND TO MAINTAIN CONTROL OF THE AIRCRAFT.
CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S OVERCONFIDENCE IN BOTH PERSONAL ABILITY AND THE ABILITY OF THE AIRCRAFT
ALONG WITH THE DOWNDRAFT CONDITIONS ENCOUNTERED.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1231 5/11/89 OZARK,AL A/C Reg. No. N9049J Time (Lcl) - 0820 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 330/011 KTS	BLACKWELL FIELD	
Visibility	- 7.0 SM	Runway Ident	- 30
Lowest Sky/Clouds	- CLEAR	Runway Lth/Wid	- 4200/ 80
Lowest Ceiling	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
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)	
ATP	Current - YES	Total	- 10761
SE LAND,ME LAND	Months Since - 3	Make/Model	- 299
HELICOPTER	Aircraft Type - R-22	Instrument	- 794
		Multi-Eng	- 5695
		Last 24 Hrs	- 3
		Last 30 Days	- 37
		Last 90 Days	- 75
		Rotorcraft	- 3580

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING HELICOPTER INSTRUCTIONAL FLT A STRAIGHT-IN TOUCHDOWN AUTOROTATION WAS ATTEMPTED. THE PLT SAID WITNESSES OBSERVED THE TAIL BOOM COME UP INTO THE TIP PATH PLANE. THAT EVENT USUALLY OCCURS WHEN TOUCH DOWN IS MADE ON THE HEEL OF THE SKIDS & THE MAIN ROTOR IS STILL PITCHED AFT BECAUSE OF CYLIC INPUT FOR THE LANDING FLARE. AS THE HELICOPTER ROCKS FORWARD AFTER THE HARD LANDING ON THE SKID HEEL, THE TAIL BOOM WILL BE SEVERED BY THE DISPLACED MAIN ROTOR. FOLLOWING THE TAIL BOOM SEPARATION THE HELICOPTER ROTATED ABOUT 120 DEGREES TO THE LEFT.

Brief of Accident (Continued)

File No. - 1231

5/11/89

OZARK,AL

A/C Reg. No. N9049J

Time (Lcl) - 0820 CDT

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

Finding(s)

1. MISC ROTORCRAFT, TAIL BOOM - SEPARATION
2. CYCLIC - EXCESSIVE - PILOT IN COMMAND
3. FLARE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S EXCESSIVE USE OF THE CYCLIC CONTROL AND THE MISJUDGED FLARE DURING A PRACTICE TOUCHDOWN AUTOROTATION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1338 8/16/89 PRATTVILLE,AL A/C Reg. No. N9318G Time (Lcl) - 1750 CDT

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

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

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

Make/Model	- CESSNA 188B	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 4200	Engine Type	- RECIP-FUEL INJECTED			
No. of Seats	- 1	Rated Power	- 300 HP			

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING		
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 010 KTS	AG STRIP	
Visibility	- 6.0 SM	Runway Ident	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Runway Lth/Wid	- 3500/ 50
Lowest Ceiling	- NONE	Runway Surface	- GRASS/TURF
Obstructions to Vision	- NONE	Runway Status	- DRY
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	- 1035	Last 24 Hrs	- UNK/NR
SE LAND	Months Since	- 3	Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
	Aircraft Type	- C150	Instrument	- UNK/NR	Last 90 Days	- UNK/NR
			Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AG APPLICATION FLT, THE ACFT COLLIDED WITH TREES AND CRASHED. A WITNESS RPRTD THERE WERE NO UNUSUAL ENG SOUNDS AND THE PLT'S FLT MANEUVERS APPEARED TO BE NORMAL. NO PREIMPACT PART MALFUNCTION OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 1338

8/16/89

PRATTVILLE, AL

A/C Reg. No. N9318G

Time (Lcl) - 1750 CDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. CLEARANCE - 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 CLEARANCE FROM OBSTRUCTIONS (TREES).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1216 5/15/89 WINSLOW, AR A/C Reg. No. N8199P Time (Lcl) - 1630 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-C1B5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - 350/012 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision - UNK/NR
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOPE, AR
Destination
SPRINGDALE, AR

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 - NONE

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

Pilot-In-Command

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

Age - 49

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 65	Last 24 Hrs - 3
Make/Model-	31	Last 30 Days- UNK/NR
Instrument-	7	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HELD A PRIVATE PILOT CERTIFICATE WITH NO INSTRUMENT RATING. HE FILED A VFR FLIGHT PLAN. OFFICIAL WEATHER OBSERVATION REFLECTED THUNDERSTORM ACTIVITY ALONG THE PROPOSED ROUTE OF FLIGHT. THE AIRCRAFT ENTERED AN AREA OF INTENSE THUNDERSTORM ACTIVITY. WITNESSES OBSERVED THE ACCIDENT AIRCRAFT DESCENDING MINUS A LARGE SECTION OF ONE WING AND IMPACTING THE GROUND IN MOUNTAINOUS TERRAIN.

Brief of Accident (Continued)

File No. - 1216

5/15/89

WINSLOW, AR

A/C Reg. No. N8199P

Time (Lcl) - 1630 CDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. WING - SEPARATION
4. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND

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

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 FLYING INTO ADVERSE WEATHER CONDITIONS WHICH RESULTED IN THE IN-FLIGHT SEPARATION OF A PORTION OF THE RIGHT
WING. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S LACK OF TOTAL EXPERIENCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1351 7/01/89 PETTIGREW,AR A/C Reg. No. N5304U Time (Lcl) - 0715 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	5	0	0	0

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

Make/Model - CESSNA U206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3500
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 100/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CLARKSVILLE,AR
Destination
HOTSPRINGS,SD

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 - NONE

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

Pilot-In-Command

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

Age - 44

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 80	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE TAKEOFF, THE NON-INSTRUMENT RATED PLT MADE SVRL INQUIRES ABOUT THE WX ALONG HIS ROUTE FM ARKANSAS TO SOUTH DAKOTA. HE WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. FINALLY, HE RPRTD THE WX AT THE DEPARTURE POINT WAS VFR & HE INDCD HE WOULD CIRCUMNAVIGATE THE EN ROUTE WX. SUBSEQUENTLY, THE ACFT CRASHED ABOUT 25 MI NW OF THE DEPARTURE ARPT. THE ACDNT SITE WAS IN THE VCNTY OF A BOX CANYON IN MOUNTAINOUS TERRAIN AT AN ELEV OF 2100 FT. IMPACT OCCURRED IN A STEEP DSCNT. ON 7/11/89, THE ACFT WAS FOUND. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. ABT 40 MI WEST AT FT SMITH (ELEV 469'), THE 0621 CDT WX WAS IN PART: 700' SCATTERED, 4000 OVERCAST. CONVECTIVE SIGMETS 23C & 25C WARNED OF THUNDERSTORM ACTIVITY ALONG THE PROPOSED ROUTE.

Brief of Accident (Continued)

File No. - 1351

7/01/89

PETTIGREW, AR

A/C Reg. No. N5304U

Time (Lcl) - 0715 CDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - HIGH TERRAIN
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - FOG
 5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
 6. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

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

Finding(s)

7. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 8. SPATIAL DISORIENTATION - PILOT IN COMMAND
 9. LACK OF TOTAL INSTRUMENT TIME - 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 VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC), AND HIS LOSS
OF AIRCRAFT CONTROL DUE TO SPATIAL DISORIENTATION. FACTORS RELATED THE ACCIDENT WERE: THE ADVERSE WEATHER CONDITIONS,
HIGH TERRAIN, THE PILOT'S OVER CONFIDENCE IN HIS PERSONAL ABILITY, AND HIS LACK OF INSTRUMENT EXPERIENCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1213 7/03/89 JONESBORO, AR A/C Reg. No. N8976Q Time (Lcl) - 1430 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - AERO COMMANDER S2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

Eng Make/Model - P&W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

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

Wind Dir/Speed- 350/007 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

JONESBORO, AR

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 32

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 - 5000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT, WHILE PERFORMING AN AERIAL APPLICATION OPERATION, THE ACFT BEGAN TO VIBRATE AND SHAKE VIOLENTLY. AN EMERGENCY LDG WAS ATTEMPTED THAT RESULTED IN SUBSTANTIAL DAMAGE AND FIRE. POST ACCIDENT INVESTIGATION REVEALED ABOUT 3 FEET OF ONE PROPELLER BLADE TO BE MISSING.

Brief of Accident (Continued)

File No. - 1213

7/03/89

JONESBORO, AR

A/C Reg. No. N8976Q

Time (Lcl) - 1430 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. UNSUITABLE TERRAIN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S ENCOUNTER WITH UNSUITABLE TERRAIN DURING A FORCED LANDING MADE NECESSARY BY THE SEPARATION OF THREE FEET OF
ONE OF THE PROPELLER BLADES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1233 7/28/89 PARKIN,AR A/C Reg. No. N2730D Time (Lcl) - 0800 CDT

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

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

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

Make/Model - MIELEC M-18	Eng Make/Model - P&W PT6A-45A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 9260	Engine Type - TURBOPROP	
No. of Seats - 1	Rated Power - 1120 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PARKIN,AR	
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 - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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 - 11008
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 7
	Aircraft Type - C-150	Make/Model- UNK/NR
		Last 30 Days- 145
		Instrument- UNK/NR
		Last 90 Days- 260
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED THE AIRPLANE FLY INTO POWERLINES DURING AN AERIAL APPLICATION MANUEVER. AFTER STRIKING THE WIRES, THE AIRPLANE PITCHED UP, THEN NOSED DOWN TO TERRAIN IMPACT.

Brief of Accident (Continued)

File No. - 1233

7/28/89

PARKIN, AR

A/C Reg. No. N2730D

Time (Lcl) - 0800 CDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE FAILURE OF THE PILOT TO MAINTAIN A VISUAL LOOKOUT ADEQUATE TO HAVE AVOIDED THE POWERLINES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1279 10/01/89 GREERS FERRY, AR A/C Reg. No. CGODM Time (Lcl) - 1130 CDT

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

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

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

Make/Model - ALON AIRCOUPE	Eng Make/Model - CONTINENTAL C-90-16F	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HEBER SPRINGS, AR	
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 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 - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 340
SE LAND	Months Since - UNK/NR	Make/Model- 300
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PILOT SAID THAT HE WAS ATTEMPTING A TAKEOFF FROM A PASTURE FARM FIELD OF ABOUT 1200 FEET IN LENGTH. HE BECAME AIRBORNE AFTER ABOUT 950 FEET, ATTAINED ABOUT 30 FEET OF ALTITUDE, WHEN THE AIRCRAFT SETTLED ONCE, BOUNCED, THEN LIFTED OFF AGAIN, FOLLOWED BY A VIOLENT DESCENT. THE ACFT STRUCK A LAND FILL THEN CAREENED INTO SOME METAL BARN TRUSSES. THE PILOT REPORTED THAT THE ENGINE APPEARED TO BE OPERATING NORMALLY.

Brief of Accident (Continued)

File No. - 1279

10/01/89

GREERS FERRY, AR

A/C Reg. No. CGODM

Time (Lcl) - 1130 CDT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 3. STALL - ENCOUNTERED - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S MISJUDGEMENT OF PERFORMANCE DATA WHICH RESULTED IN THE INABILITY TO GAIN SUFFICIENT AIRSPEED FOR TAKEOFF.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1271 10/06/89 HASTY,AR A/C Reg. No. N11PG Time (Lcl) - 2010 CDT

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

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

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL 0-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ROANOKE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FLIPPIN, AR	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 833
SE LAND	Months Since - 14	Make/Model- 231
	Aircraft Type - PA-28	Instrument- 18
		Multi-Eng - 0
		Last 24 Hrs - 3
		Last 30 Days- 14
		Last 90 Days- 20
		Rotorcraft - 2

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING TOWARDS THE DESTINATION AIRPORT, THE PILOT SAID THAT THE ENGINE LOST POWER. AN EMERGENCY LANDING WAS ATTEMPTED, AT NIGHT, AND DURING THE ATTEMPT THE AIRCRAFT STRUCK TREES AND A FENCE. POST ACCIDENT INVESTIGATION REVEALED THE RIGHT WING FUEL CELL HAD BECOME DETACHED AT THE TOP AND COLLAPSED. THIS COLLAPSE DECREASED THE TOTAL QUANTITY OF FUEL AVAILABLE FROM THAT WING TANK. THE INVESTIGATION REVEALED THE FUEL TANKS TO BE EMPTY OF USEABLE FUEL.

Brief of Accident (Continued)

File No. - 1271

10/06/89

HASTY, AR

A/C Reg. No. N11PG

Time (Lcl) - 2010 CDT

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

Finding(s)

1. FUEL SYSTEM, TANK - COLLAPSED
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - MISJUDGED - 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)

4. LIGHT CONDITION - DARK NIGHT
5. OBJECT - TREE(S)
6. OBJECT - FENCE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE ENGINE FAILURE DUE TO FUEL STARVATION RESULTING FROM THE COLLAPSE AT THE FUEL CELL. THE FACT THAT THE FORCED
LANDING WAS MADE IN DARK NIGHT CONDITIONS WAS A FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1254 10/13/89 HEAFER, AR A/C Reg. No. N1012Z Time (Lcl) - 1300 CDT

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

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

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

Make/Model - AIR TRACTOR AT-502	Eng Make/Model - P&W PT6A-15G	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - TURBOPROP	
No. of Seats - 1	Rated Power - 680 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	HEAFER, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HEAFER PVT
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2640/ 20
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	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 - 6	Make/Model- 10
	Aircraft Type - C-182	Instrument- 10
		Multi-Eng - 852
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF ROLL FOR AN AERIAL SEEDING OPERATION, THE PLT SAID HE VEEERED IN ORDER TO AVOID A DIP IN THE ROUGH, NARROW RUNWAY. THE LEFT MAIN GEAR SANK INTO THE SOFT BORDERING TERRAIN, CAUSING THE AIRCRAFT TO SPIN AROUND AND FLIP INVERTED.

Brief of Accident (Continued)

File No. - 1254

10/13/89

HEAFER, AR

A/C Reg. No. N1012Z

Time (Lcl) - 1300 CDT

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

Finding(s)
1. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
2. TERRAIN CONDITION - ROUGH/UNEVEN

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

Finding(s)
3. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE INTENTIONAL SWERVE BY THE PILOT DURING THE TAKEOFF ROLL. CONTRIBUTING TO THE ACCIDENT WAS THE ROUGH AND SOFT
TERRAIN CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1256 10/23/89 CHEROKEE VILL,AR A/C Reg. No. N704SZ Time (Lcl) - 1500 CDT

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

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

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

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL 0-200-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	NEWTON,KS	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WALNUT RIDGE,AR	
Wind Dir/Speed- 220/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 94
SE LAND	Months Since - 1	Make/Model- 5
	Aircraft Type - C-172RG	Instrument- 7
		Multi-Eng - 0
		Last 24 Hrs - 3
		Last 30 Days- 28
		Last 90 Days- 31
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN SOLO INSTRUCTIONAL CROSS COUNTRY FLIGHT, THE PLT SAID THAT THE ENGINE BEGAN TO LOSE POWER, THEN QUIT. AN EMERGENCY LANDING WAS ATTEMPTED WHICH RESULTED IN A COLLISION WITH SOME TREES. POST ACCIDENT INVESTIGATION AND ENGINE RUN-UP REVEALED NO MECHANICAL MALFUNCTION OR FUEL SHORTAGE. METEOROLOGICAL CONDITIONS AT THE TIME WERE CONDUCIVE FOR CARBURETOR ICING, ACCORDING TO THE "ICING PROBABLILITY CHARTS".

Brief of Accident (Continued)

File No. - 1256

10/23/89

CHEROKEE VILL, AR

A/C Reg. No. N704SZ

Time (Lcl) - 1500 CDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH 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:
THE PILOTS FAILURE TO USE CARBURETOR HEAT PROPERLY. CONTRIBUTING TO THE ACCIDENT WERE THE CARBURETOR ICING CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1267 11/11/89 SPRINGDALE, AR A/C Reg. No. N4115Y Time (Lcl) - 1600 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SPRINGDALE
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5302/ 75
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5100
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 85
		Instrument- 1400
		Multi-Eng - 4880
		Last 30 Days- 53
		Last 90 Days- 119

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO PICK UP AN AERIAL TOWED BANNER, THE PICK-UP HOOK FOULED THE ACFT'S RUDDER CAUSING A HARD LEFT RUDDER FLYING CONFIGURATION. UNABLE TO FREE THE BANNER, AND LOSING ALTITUDE, THE PILOT ATTEMPTED A LANDING ON A FARM FIELD. AFTER TOUCH DOWN, THE BANNER BROKE FREE OF THE ACFT, AND SHORTLY AFTER, THE ACFT STRUCK A DRAINAGE DITCH AND OVERTURNED. NO MECHANICAL MALFUNCTION OF THE PICK-UP MECHANISM WAS DISCOVERED ON POST ACCIDENT INVESTIGATION.

Brief of Accident (Continued)

File No. - 1267

11/11/89

SPRINGDALE, AR

A/C Reg. No. N4115Y

Time (Lcl) - 1600 CST

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

Finding(s)

1. PICK-UP EQUIPMENT - ENTANGLED
 2. FLT CONTROL SYST, RUDDER - JAMMED
 3. AIRCRAFT CONTROL - RESTRICTED - PILOT IN COMMAND
 4. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - DITCH
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE BANNER TOW PICK UP EQUIPMENT BECAME ENTANGLED RESULTING IN A JAMMED RUDDER AND RESTRICTED AIRCRAFT CONTROL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1266 11/11/89 PINE BLUFF, AR A/C Reg. No. N95177 Time (Lcl) - 0830 CST

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PINE BLUFF, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TULSA, OK	Runway Ident - N/A
Wind Dir/Speed- 250/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 149
SE LAND	Months Since - 12	Last 24 Hrs - 0
	Aircraft Type - PA-28	Make/Model- 92
		Instrument- 2
		Multi-Eng - 0
		Last 30 Days- 18
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT SHORTLY AFTER TAKEOFF, THE ENGINE LOST POWER. AN EMERGENCY LDG WAS ATTEMPTED IN A RICE FIELD ABOUT ONE HALF MILE FROM THE AIRPORT. POST ACCIDENT INVESTIGATION REVEALED THE PRESENCE OF ABOUT ONE GALLON OF WATER IN THE FUEL SYSTEM. THE ACFT HAD JUST BEEN REFUELED PRIOR TO DEPARTURE.

Brief of Accident (Continued)

File No. - 1266

11/11/89

PINE BLUFF, AR

A/C Reg. No. N95177

Time (Lcl) - 0830 CST

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

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
AN INADEQUATE PREFLIGHT WHICH RESULTED IN WATER CONTAMINATION IN THE FUEL SYSTEM AND THE SUBSEQUENT LOSS OF POWER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1333 3/30/89 MESA,AZ

A/C Reg. No. N58164

Time (Lcl) - 1630 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Fire
NONE

Crew
Pass

Accident Occurred During -LANDING

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

Make/Model - HUGHES 269C

Landing Gear - SKID

Max Gross Wt - 2050

No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-D1A

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 190 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/010 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MESA,AZ

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - SIMULATED FORCED LANDING

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,COMMERCIAL,CFI

SE LAND

HELICOPTER

Age - 48

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - 269C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2020

Make/Model- 1560

Instrument- 0

Last 24 Hrs - 2

Last 30 Days- 15

Last 90 Days- 50

Rotorcraft - 1760

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR (CFI) RPRTD THAT WHILE PRACTICING AN AUTOROTATION, THE STUDENT PLT DELAYED IN FLARING THE HELICOPTER. IT THEN TOUCHED DOWN HARD AS THE STUDENT APPLIED EXCESSIVE AFT CYCLIC. SUBSEQUENTLY, THE MAIN ROTOR BLADES SEVERED THE TAIL BOOM.

Brief of Accident (Continued)

File No. - 1333

3/30/89

MESA,AZ

A/C Reg. No. N58164

Time (Lcl) - 1630 MST

Occurrence #1

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - PERFORMED - DUAL STUDENT
 2. FLARE - IMPROPER - 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:
IMPROPER FLARE BY THE STUDENT PILOT, AND IMPROPER SUPERVISION BY THE INSTRUCTOR PILOT (CFI).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1227 7/26/89 MARANA,AZ A/C Reg. No. N808VV Time (Lcl) - 1359 MST

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

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

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

Make/Model - FFA DIAMENT 16.5	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1020	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	EL TIRO
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 26R
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5100/ 175
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 975
SE LAND,ME LAND	Months Since - 15	Make/Model- 38
GLIDER	Aircraft Type - G-103	Instrument- 99
		Multi-Eng - 49
		Last 24 Hrs - 4
		Last 30 Days- 42
		Last 90 Days- 43
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT AND A WITNESS REPORTED THE GLIDER UNEXPECTEDLY PITCHED UP, STALLED AND COLLIDED WITH THE GROUND SHORTLY AFTER LIFT OFF FROM A GLIDER PORT. A SUSPECTED ROD TO THE ELEVATOR WAS EXAMINED BY A METALLURGIST. HE CONCLUDED THERE WAS NO EVIDENCE OF FATIGUE OR CORROSION AND THE FAILURE WAS THE RESULT OF A SINGLE RAPID OVERLOAD. THERE WERE NO OTHER ANOMALIES FOUND WITH THE AIRCRAFT FLIGHT CONTROL SYSTEM.

Brief of Accident (Continued)

File No. - 1227

7/26/89

MARANA, AZ

A/C Reg. No. N808VV

Time (Lcl) - 1359 MST

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

Finding(s)

1. REASON FOR OCCURRENCE UNDETERMINED
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE LOSS OF AIRCRAFT CONTROL RESULTING FROM AN UNCOMMANDED UPWARD PITCH SHORTLY AFTER LIFT OFF.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1329 9/07/89 TUCSON,AZ A/C Reg. No. N758HB Time (Lcl) - 1315 PDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL IO-360	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 - 195 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	TUCSON INTL
Wind Dir/Speed- 330/006 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 75.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 10994/ 150
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 570
SE LAND	Months Since - 17	Make/Model- 500
	Aircraft Type - C172	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 4
		Last 30 Days- 20
		Last 90 Days- 26
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER LIFT-OFF, THE PLANE "WENT UP TOO RAPIDLY CAUSING A STALL." HE PUSHED THE YOKE FORWARD & THE AIRPLANE CAME DOWN HARD, WHICH RESULTED IN DAMAGE TO THE NOSE GEAR & FIREALL.

Brief of Accident (Continued)

File No. - 1329

9/07/89

TUCSON,AZ

A/C Reg. No. N758HB

Time (Lcl) - 1315 PDT

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

Finding(s)

1. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO OBTAIN OR MAINTAIN SUFFICIENT AIRSPEED, WHICH RESULTED IN AN INADVERTENT STALL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1328 9/19/89 WINKELMAN,AZ A/C Reg. No. N3015Z Time (Lcl) - 2340 MST

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

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

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

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KINGMAN,AZ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WILCOX,AZ	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 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 - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 210
SE LAND	Months Since - 4	Make/Model- 46
	Aircraft Type - PA-22	Instrument- 3
		Last 24 Hrs - 4
		Last 30 Days- 13
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT DURING A NIGHT FLT, HE HAD DIFFICULTY FINDING HIS DESTINATION. SUBSEQUENTLY, HIS FUEL DECREASED & HE ELECTED TO LAND ON A ROAD. DURING THE APCH TO LAND, THE AIRPLANE RAN OUT OF FUEL. AFTER TOUCHDOWN, IT HIT A BUSH & NOSED OVER.

Brief of Accident (Continued)

File No. - 1328

9/19/89

WINKELMAN,AZ

A/C Reg. No. N3015Z

Time (Lcl) - 2340 MST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. FLUID,FUEL - LOW LEVEL
5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
6. FLUID,FUEL - EXHAUSTION
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

Finding(s)

8. TERRAIN CONDITION - HIGH VEGETATION

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: IMPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT, AFTER HE BECAME LOST/DISORIENTED, WHICH RESULTED IN FUEL EXHAUSTION, BEFORE HE WAS ABLE TO COMPLETE A PRECAUTIONARY LANDING. FACTORS RELATED TO THE ACCIDENT WERE: DARKNESS, THE PILOT'S LACK OF VISUAL CUES AT NIGHT, THE AIRCRAFT'S LOW FUEL LEVEL, AND THE TERRAIN CONDITION (HIGH VEGETATION/BUSHES) IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1321 9/23/89 PHOENIX,AZ A/C Reg. No. N252ER Time (Lcl) - 1300 MST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

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	PRESCOTT,AZ	SKY HARBOR
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 08L
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - 11001/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	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 - 3	Make/Model- 93
	Aircraft Type - C172	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 4
		Last 30 Days- 15
		Last 90 Days- 15
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

AS THE PLT ENTERED THE RUNUP AREA FOR RWY 8L, THE ACFT'S LEFT WINGTIP HIT A BLAST DEFLECTOR SHIELD NEAR THE EDGE OF THE RUNUP AREA.

Brief of Accident (Continued)

File No. - 1321

9/23/89

PHOENIX, AZ

A/C Reg. No. N252ER

Time (Lcl) - 1300 MST

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRPORT FACILITY

2. DISTANCE - MISJUDGED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT MISJUDGED CLEARANCE BETWEEN THE WINGTIP AND THE BLAST DEFLECTOR SHIELD. THE PROXIMITY OF THE SHIELD
WAS A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1320

9/27/89

SCOTTSDALE,AZ

A/C Reg. No. N9078U

Time (Lcl) - 0820 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

NONE

Accident Occurred During -LANDING

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

Make/Model - ROBINSON R22

Eng Make/Model - LYCOMING O-320-A2B

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1300

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 160 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 100/013 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

SCOTTSDALE,AZ

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 - SIMULATED FORCED LANDING

FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

HELICOPTER

Age - 41

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - R22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1274

Last 24 Hrs - 2

Make/Model- 1264

Last 30 Days- 73

Instrument- UNK/NR

Last 90 Days- 220

Multi-Eng - UNK/NR

Rotorcraft - 1273

Instrument Rating(s) - NONE

-----Narrative-----

THE CERTIFICATED FLIGHT INSTRUCTOR (CFI) & A STUDENT PILOT WERE PRACTICING AUTOROTATIONS. THE CFI TOOK THE CONTROLS FROM THE STUDENT DURING AN ABORTED AUTOROTATION & INITIATED A GO-AROUND. THE HELICOPTER'S TAIL ROTOR STRUCK AN UNSEEN FENCE DURING THE GO-AROUND, & THE CFI MADE AN EMERGENCY LANDING. THE CFI SAID THAT THE ACFT COULD HAVE BEEN PREVENTED IF HE HAD BEEN FAMILIAR WITH THE LANDING AREA.

Brief of Accident (Continued)

File No. - 1320

9/27/89

SCOTTSDALE,AZ

A/C Reg. No. N9078U

Time (Lcl) - 0820 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
 2. AUTOROTATION - INITIATED - PILOT IN COMMAND(CFI)
 3. OBJECT - FENCE
 4. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER IN-FLIGHT PLANNING/DECISION BY THE INSTRUCTOR PILOT (CFI). FACTORS RELATED TO THE ACCIDENT
WERE: THE CFI'S LACK OF FAMILIARITY WITH THE GEOGRAPHIC AREA, AND THE FENCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1366

1/25/89

TRUCKEE, CA

A/C Reg. No. N3274F

Time (Lcl) - 1812 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -TAKEOFF

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

Make/Model - MOONEY M20F

Eng Make/Model - LYCOMING IO-360-A1A

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2740

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

Rated Power - 200 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 30.0 SM

Lowest Sky/Clouds - 2000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAN MARTIN, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TRUCKEE-TAHOE

Runway Ident - 28

Runway Lth/Wid - 6401/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Age - 58

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 1417

Last 24 Hrs - UNK/NR

SE LAND

Months Since - 23

Make/Model- 512

Last 30 Days- 11

Aircraft Type - PA-28

Instrument- 42

Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE THE FLT, THE PLT WAS OBSERVED SCRAPING ICE FROM THE WINGS OF THE ACFT. THE ENG STARTED WITHOUT DIFFICULTY & THE PLT TAXIED TO RWY 28 TO TAKEOFF AT NGT. DURING THE INITIAL CLIMB, THE ACFT ENTERED A LEFT TURN AFTER PASSING THE END OF THE RWY. SUDDENLY, IT ENTERED A DESCENT & CRASHED ON SNOW COVERED TERRAIN. IMPACT OCCURRED ON A HDG OF 140 DEG. THE LEADING EDGES OF BOTH WINGS WERE FLATTENED AGAINST THE MAIN SPAR & THE FUSELAGE FORWARD OF THE EMPENNAGE WAS BUCKLED. A WITNESS STATED THAT THE ENG "STALLED" BEFORE THE ACFT STARTED A DESCENT. A TEST OF THE FUEL INJECTOR REVEALED IT HAD AN INTERIOR LEAK AROUND THE MIXTURE CONTROL BUSHING SEAL, WHICH ALLOWED UNMETERED FUEL TO ENTER THE ENG. NO OTHER MECHANICAL PART FAILURE/MALFUNCTION WAS FOUND. THE ARPT ELEV WAS 5900'. TWO ACQUAINTANCES OF THE PLT SAID HE RPRTD A FUEL INJECTOR PROBLEM OR A FUEL MIXTURE PROBLEM.

Brief of Accident (Continued)

File No. - 1366

1/25/89

TRUCKEE, CA

A/C Reg. No. N3274F

Time (Lcl) - 1812 PST

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

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
 2. FUEL INJECTION CONTROL/SYSTEM - WORN
 3. FUEL INJECTION CONTROL/SYSTEM - LEAK
-

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. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. 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:
THE PILOT'S DECISION TO FLY WITH A KNOWN DEFICIENCY OF THE AIRCRAFT, THE WORN FUEL INJECTOR WITH AN INTERIOR LEAK,
WHICH RESULTED IN LOSS OF ENGINE POWER, AND THE PILOT'S FAILURE TO MAINTAIN ADEQUATE AIRSPEED, WHICH RESULTED IN A
STALL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1400 3/26/89 SAN ANDREAS, CA A/C Reg. No. N9379M Time (Lcl) - 1220 PST

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

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

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

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CAMERON PARK, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 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 - UNK/NR 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 - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - NO	Total - 640
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 62
		Multi-Eng - 151
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES RPTD THERE WAS AN INTERRUPTION OF ENG POWER AS THE ACFT WAS MANEUVERING AT LOW ALT, THEN IT ENTERED A DSCNT WITH THE WINGS ROTATING & CRASHED. A SWATH THRU THE TREES IN THE IMPACT AREA INDICATED THE ACFT WAS IN A LEFT WING LOW/NOSE DOWN ATTITUDE WHEN IT CRASHED. THE PROP BLADES HAD EVIDENCE OF CHORDWISE SCRATCHES & DEEP LEADING EDGE GOUGES. ALSO, A TREE LIMB WAS FOUND THAT HAD BEEN SLICED; IT CONTAINED BLACK PAINT THAT MATCHED PAINT ON THE PROP.

Brief of Accident (Continued)

File No. - 1400

3/26/89

SAN ANDREAS, CA

A/C Reg. No. N9379M

Time (Lcl) - 1220 PST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

Finding(s)

1. REASON FOR OCCURRENCE UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INTERRUPTION OF ENGINE POWER FOR AN UNDETERMINED REASON, AND FAILURE OF THE PILOT TO MAINTAIN AIRSPEED, WHICH RESULTED
IN A STALL/SPIN. A FACTOR RELATED TO THE ACCIDENT WAS: LACK OF ALTITUDE TO RECOVER FROM THE STALL/SPIN.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1226 5/03/89 JACKSON, CA A/C Reg. No. N1798H Time (Lcl) - 1100 PDT

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

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

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

Make/Model	- CESSNA 310C	Eng Make/Model	- CONTINENTAL IO-470-D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4830	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 5	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	JACKSON, CA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	WESTOVER	
Wind Dir/Speed	- 330/010 KTS		Runway Ident	- 10
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- 3400/ 60
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 12068	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 18	Make/Model- 2205	Last 30 Days- 45
	Aircraft Type - PA-31	Instrument- 1715	Last 90 Days- 72
		Multi-Eng - 5562	Rotorcraft - 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT OWNER WAS TAKING MEL TRAINING FOR A CLASS RATING. HE STATED THAT THE CFI TOLD HIM TO NOT USE THE AUX ELECTRIC FUEL PUMPS DURING TAKEOFF, A PROCEDURE IN CONTRADICTION TO THE FLIGHT MANUAL. DURING THE TAKEOFF GROUND ROLL, THE STUDENT SAID THE RIGHT ENGINE QUIT AT A SPEED JUST BELOW ROTATION. THE CFI ASSUMED CONTROL OF THE ACFT AND CONTINUED THE TAKEOFF, LOST CONTROL OF THE ACFT AND LANDED IN A FIELD OFF THE DEPARTURE END OF THE RUNWAY. THE STUDENT SAID THE ACFT WAS HALFWAY DOWN THE 3,400 FT RUNWAY WHEN THE ENGINE QUIT. THE FLIGHT MANUAL LISTS VMC AS 82 MPH, AND, VYSE AS 109 MPH. THE TAKEOFF AND LANDING GROUND ROLL DISTANCE CHARTS IN THE FLIGHT MANUAL STATE THAT 960 FEET IS REQUIRED TO ACCELERATE TO 86 MPH, AND 650 FT IS REQUIRED TO DECELERATE FROM THAT SPEED. EXAM OF THE ACFT REVEALED THAT THE RIGHT PROPELLER WAS NOT FEATHERED, AND NO REASON WAS FOUND FOR THE RIGHT ENGINE POWER LOSS.

Brief of Accident (Continued)

File No. - 1226

5/03/89

JACKSON, CA

A/C Reg. No. N1798H

Time (Lcl) - 1100 PDT

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

Finding(s)

1. 1 ENGINE - FAILURE, TOTAL
2. FUEL BOOST PUMP SELECTOR POSITION - NOT SELECTED - PILOT IN COMMAND(CFI)
3. FLIGHT MANUALS - DISREGARDED - PILOT IN COMMAND(CFI)
4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND(CFI)

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

Finding(s)

5. AIRCRAFT PERFORMANCE, ENGINE OUT CAPABILITY - EXCEEDED

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - POLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE FAILURE OF THE INSTRUCTOR PILOT (PILOT IN COMMAND) TO REJECT THE TAKEOFF AFTER THE LOSS OF POWER ON ONE ENGINE WHEN
SUFFICIENT RUNWAY REMAINED TO STOP THE AIRCRAFT. CONTRIBUTING TO THE ACCIDENT WAS THE DISREGARD OF THE AIRCRAFT MANUAL,
FAILURE TO USE THE FUEL BOOST PUMP AND EXCEEDING THE AIRCRAFT SINGLE ENGINE PERFORMANCE CAPABILITY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1214 5/20/89 SAN DIEGO, CA A/C Reg. No. N6545P Time (Lcl) - 1300 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
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	MONTGOMERY
Wind Dir/Speed- 280/005 KTS	ATC/Airspace	Runway Ident - 28R
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 127
SE LAND	Months Since - 6	Make/Model- 5
	Aircraft Type - C-172	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- 8
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE RIGHT MAIN LANDING GEAR COLLAPSED DURING A LANDING AFTER SEVERAL ATTEMPTS WERE MADE TO LOCK THE GEAR INTO THE DOWN POSITION. AFTERWARDS, WHEN THE AIRCRAFT WAS ON JACKS AND THE ROD END DISCONNECTED, THE LANDING GEAR WAS RETRACTED AND THE DRAG LINK LOCKED DOWN OVER CENTER AND MET TOLERANCE. DURING THE RETRACTION THE DOWN LOCK SWITCH COULD BE HEARD TO CLICK PRIOR TO THE DRAG LINK LOCKING OVER CENTER. DAMAGE TO THE LANDING GEAR, EXCEPT FOR THE ROD END, WAS IMPACT DAMAGE FROM THE COLLAPSING GEAR.

Brief of Accident (Continued)

File No. - 1214

5/20/89

SAN DIEGO, CA

A/C Reg. No. N6545P

Time (Lcl) - 1300 PDT

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

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - BENT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE COLLAPSE OF THE RIGHT MAIN LANDING GEAR DUE TO A BENT ROD END WHICH PREVENTED THE LANDING GEAR DRAG LINK TO LOCK
OVER CENTER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1215 7/22/89 VAN NUYS, CA A/C Reg. No. N5123S Time (Lcl) - 1146 PDT

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

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

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

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	VAN NUYS
Wind Dir/Speed- 140/010 KTS	ATC/Airspace	Runway Ident - 16R
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - SPECIAL VFR	Runway Surface - MACADAM
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 - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1124
SE LAND	Months Since - 17	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 1000
		Instrument- 0
		Last 30 Days- 10
		Last 90 Days- 45
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS ON THE SIXTH LOCAL FLIGHT OF THE DAY WHEN THE PILOT REPORTED A LOSS OF ENGINE POWER. IN AN ATTEMPT TO RETURN TO THE RUNWAY THE AIRCRAFT COLLIDED WITH AN AIRPORT HANGAR. THE AIRCRAFT REPORTEDLY HAD 30 GALLONS OF FUEL ON BOARD. THE LINKAGE TO THE AIR INTAKE WAS FOUND LOOSE BUT IT WAS NOT DETERMINED IF IT WAS LOOSE PRIOR TO THE ACCIDENT OR BECAME LOOSE DURING THE CRASH SEQUENCE. THE PILOT REPORTEDLY DID HIS OWN MAINTENANCE.

Brief of Accident (Continued)

File No. - 1215

7/22/89

VAN NUYS, CA

A/C Reg. No. N5123S

Time (Lcl) - 1146 PDT

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

Finding(s)

1. REASON FOR OCCURRENCE UNDETERMINED
-

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

Finding(s)

2. OBJECT - AIRPORT FACILITY
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1387 8/14/89 WATSONVILLE, CA A/C Reg. No. N82D Time (Lcl) - 1100 PDT

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

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

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

Make/Model - SKELTON EMERAUDE	Eng Make/Model - LYCOMING O-290-G	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 - 2	Rated Power - 125 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- 320/006 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</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</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 - PRECAUTIONARY LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 520</p> <p>Make/Model- 16</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING AN APCH TO LND, THE PLT & PSGR NOTED SMOKE IN THE COCKPIT & SAW FLAMES COMING THRU THE FLOOR IN THE VCNTY OF THE PLT'S RUDDER PEDALS. A SAFE LNDG WAS MADE & THE CREW EGRESSSED THE BURNING ACFT. THE HOME BUILT ACFT WAS EQUIPPED WITH PLASTIC FUEL LINES FROM THE CARBURETOR TO THE FUEL SCREEN ON THE LEFT SIDE OF THE FIRE WALL. ALSO, PLASTIC FLEX LINES WERE (APPARENTLY) USED FROM THE BRAKE PEDALS TO THE BRAKE CYLINDERS. BOTH LINES WERE MELTED BY FIRE. THE FUSELAGE, WINGS & EMPENNAGE WERE DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 1387

8/14/89

WATSONVILLE, CA

A/C Reg. No. N82D

Time (Lcl) - 1100 PDT

Occurrence #1

FIRE

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM, LINE - INADEQUATE
 2. MAINTENANCE, INSTALLATION - IMPROPER - MANUFACTURER
 3. FUEL SYSTEM, LINE - FAILURE, TOTAL
 4. FUEL SYSTEM, LINE - LEAK
 5. ENGINE COMPARTMENT - FIRE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
AN INADEQUATE FUEL LINE, DUE TO IMPROPER INSTALLATION BY THE OWNER/BUILDER, FUEL LINE FAILURE, FUEL LINE LEAK, AND A
SUBSEQUENT FIRE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1330

9/02/89

RIVERSIDE, CA

A/C Reg. No. N6289K

Time (Lcl) - 0900 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Fire

NONE

Accident Occurred During -LANDING

-----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- CALM

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

Airport Proximity

ON AIRPORT

Airport Data

RIVERSIDE MUNI

Runway Ident - 27

Runway Lth/Wid - 5400/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 38

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 16

Make/Model- 16

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- 1

Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS COMPLETING HER FIRST LANDING ON HER FIRST SOLO FLIGHT. SHE SAID THAT THE AIRPLANE BEGAN TO VEER TO THE RIGHT AT A SLOW SPEED SOON AFTER TOUCHDOWN. SHE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL, AND THE AIRPLANE WENT OFF THE RIGHT SIDE OF THE RUNWAY AND NOSED OVER. THE PILOT ALSO SAID SHE MAY HAVE BEEN UNCONSCIOUSLY PUSHING ON THE RIGHT RUDDER OR BRAKE DURING THE LANDING ROLL. THE STUDENT HAD ONLY 1.3 HOURS OF FLIGHT TIME IN THE PREVIOUS 30 DAYS.

Brief of Accident (Continued)

File No. - 1330

9/02/89

RIVERSIDE, CA

A/C Reg. No. N6289K

Time (Lcl) - 0900 PDT

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 RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
 4. IMPROPER INITIAL TRAINING - FLIGHT INSTRUCTOR(ON GROUND)
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE STUDENT PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL, WHICH RESULTED IN AN INADVERTENT GROUND
SWERVE. FACTORS RELATED TO THE ACCIDENT WERE: THE STUDENT'S LACK OF RECENT EXPERIENCE AND IMPROPER
TRAINING BY HER FLIGHT INSTRUCTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1331 9/02/89 SELMA, CA A/C Reg. No. N24580 Time (Lcl) - 1000 PDT

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

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

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

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LANCASTER, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SELMA, CA	
Wind Dir/Speed- 200/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 494
SE LAND	Months Since - 14	Make/Model- 162
	Aircraft Type - BE-C23	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 6
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPTD THAT AS HE DESCENDED TOWARD HIS HOME, THE ACFT COLLIDED WITH A POWER LINE. THE POWER LINE WAS ABOUT 65 FT ABOVE THE GROUND. THE ACFT CONTINUED FLYING & WAS LANDED AT A NEARBY ARPT WITH SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1331

9/02/89

SELMA, CA

A/C Reg. No. N24580

Time (Lcl) - 1000 PDT

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

Finding(s)

1. LOW PASS - INITIATED - PILOT IN COMMAND
 2. OBJECT - WIRE, TRANSMISSION
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO MAINTAIN PROPER CLEARANCE FROM THE POWER LINE, WHILE MANEUVERING AT LOW ALTITUDE.
THE POWER LINE WAS A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1332 9/04/89 TORRANCE, CA A/C Reg. No. N25649 Time (Lcl) - 1100 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	SUBSTANTIAL		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 - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 118 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	TORRANCE
Wind Dir/Speed- 290/010 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 25
	Months Since - N/A	Make/Model- 18
	Aircraft Type - N/A	Instrument- 1
		Last 24 Hrs - 1
		Last 30 Days- 11
		Last 90 Days- 24
		Rotorcraft - 2

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ENCOUNTERED A PITCH OSCILLATION ON HER 2ND SOLO LANDING THAT RESULTED IN A COLLAPSED NOSE GEAR & OTHER DAMAGE TO THE ACFT. SHE RPTD THAT THE ACFT BOUNCED HARD & SHE ELECTED TO LOWER THE NOSE & REFLARE THE PLANE INSTEAD OF MAKING A GO-AROUND. A SERIES OF HARD LANDINGS FOLLOWED UNTIL THE NOSE GEAR COLLAPSED. THE STUDENT STATED THAT SHE HAD NOT BEEN TRAINED IN BOUNCED LANDING RECOVERY TECHNIQUES, BUT THAT SHE HAD BEEN TOLD BY HER INSTRUCTOR TO LOWER THE NOSE & REFLARE THE AIRPLANE IN THE EVENT SHE HAD FLARED TOO HIGH DURING A LANDING.

Brief of Accident (Continued)

File No. - 1332

9/04/89

TORRANCE, CA

A/C Reg. No. N25649

Time (Lcl) - 1100 PDT

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
 4. IMPROPER INITIAL TRAINING - FLIGHT INSTRUCTOR(ON GROUND)
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

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 STUDENT PILOT'S IMPROPER FLARE AND IMPROPER RECOVERY FROM A BOUNCED LANDING, WHICH RESULTED IN AN
INADVERTENT PORPOISE. A FACTOR RELATED TO THE ACCIDENT WAS: THE LACK OF TRAINING IN RECOVERY FROM
BOUNCED LANDINGS FROM HER INSTRUCTOR PILOT (CFI).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1382 9/18/89 CONCORD, CA A/C Reg. No. N92651 Time (Lcl) - 1121 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 -TAKEOFF					

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	CONCORD, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHICO, CA	BUCHANAN FIELD
Wind Dir/Speed- 040/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2768/ 75
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 470
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 13
		Last 30 Days- 10
		Last 90 Days- UNK/NR
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ACFT CRASHED IN A PARKING LOT. ACCORDING TO WITNESSES, IT USED MOST OF THE RWY ON THE TAKEOFF ROLL, THEN ENTERED A SHALLOW CLIMB ANGLE AT A SLOW AIRSPEED. AFTER PASSING THE ARPT BOUNDRY, THE ACFT'S LEFT WING DROPPED & THE PLANE DESCENDED UNTIL GROUND IMPACT. AFTER IMPACT, A FIRE ERUPTED & DESTROYED THE ACFT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND THAT WOULD HAVE RESULTED IN THE ACDNT.

Brief of Accident (Continued)

File No. - 1382

9/18/89

CONCORD, CA

A/C Reg. No. N92651

Time (Lcl) - 1121 PDT

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

Finding(s)

1. REASON FOR OCCURRENCE UNDETERMINED
-

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

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. 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 DUE TO AN UNKNOWN REASON, AND FAILURE OF THE PILOT TO MAINTAIN ADEQUATE AIRSPEED, WHICH RESULTED
IN A STALL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1322 9/22/89 PALO ALTO, CA A/C Reg. No. N6101S Time (Lcl) - 1204 PDT

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

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

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

Make/Model - AIR & SPACE 18A	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PALO ALTO
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 30
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 3073
SE LAND,ME LAND,SE SEA	Months Since - 10	Make/Model- 293
HELICOPTER ,GYROPLANE	Aircraft Type - EN280C	Instrument- 66
		Multi-Eng - 122
		Last 24 Hrs - 5
		Last 30 Days- 16
		Last 90 Days- 35
		Rotorcraft - 947

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE CERTIFIED FLIGHT INSTRUCTOR (CFI) REPORTED THAT HIS STUDENT HAD JUST ATTEMPTED A TAKE OFF AT PALO ALTO AIRPORT ON RUNWAY 30. THE STUDENT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL, AND THE GYROPLANE WENT OFF THE RUNWAY ONTO A NEARBY SERVICE ROAD WITHOUT BECOMING AIRBORNE. THE INSTRUCTOR THEN DECIDED TO MAKE THE TAKE OFF HIMSELF FROM THE SERVICE ROAD. HE SAID THAT HE ACCELERATED THE ROTOR SPEED TO 350 RPM BEFORE DEPRESSING THE TAKE OFF BUTTON, & ONCE THE TAKE OFF BUTTON WAS DEPRESSED, THE GYROPLANE BECAME AIRBORNE. REPORTEDLY IT REACHED AN ALTITUDE OF TWO TO THREE FEET, THEN SETTLED BACK TO THE GROUND & ENTERED GROUND RESONANCE. THE INSTRUCTOR SAID HE WAS UNABLE TO MAINTAIN CONTROL, AND THAT THEY WERE THEN "ALONG FOR THE RIDE."

Brief of Accident (Continued)

File No. - 1322

9/22/89

PALO ALTO, CA

A/C Reg. No. N6101S

Time (Lcl) - 1204 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND (CFI)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE INSTRUCTOR PILOT (CFI), WHICH RESULTED IN A LOSS OF CONTROL AS THE
GYROPLANE WENT INTO GROUND RESONANCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1319 9/29/89 EUREKA, CA A/C Reg. No. N96642 Time (Lcl) - 1830 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries 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 182	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	EUREKA MUNI
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 34
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 75
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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, CFI	Current - YES	Total - 2290
SE LAND	Months Since - 4	Last 24 Hrs - 5
	Aircraft Type - C172RG	Make/Model- 173
		Instrument- 122
		Last 30 Days- 84
		Last 90 Days- 295
		Multi-Eng - 122

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TWO CERTIFIED FLIGHT INSTRUCTORS (CFI'S) WERE ABOARD THE ACFT WITH ONE CFI ACTING AS PIC, GIVING INSTRUCTION TO THE OTHER IN SHORT FIELD TAKEOFFS & LANDINGS. THE PIC RPRTD THAT WHILE ON A SHORT FINAL APCH TO LAND, HE NOTICED THAT THE DSCNT RATE WAS BECOMING EXCESSIVE. HE TOLD THE OTHER PLT TO APPLY POWER, BUT SHE DID NOT RESPOND IN TIME & THE ACFT LANDED HARD. THE PIC SAID THAT HE COULD HAVE PREVENTED THE ACDNT, IF HE HAD NOT DELAYED IN TAKING REMEDIAL ACTION.

Brief of Accident (Continued)

File No. - 1319

9/29/89

EUREKA, CA

A/C Reg. No. N96642

Time (Lcl) - 1830 PDT

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

Finding(s)

1. FLARE - IMPROPER - DUAL STUDENT
 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND (CFI)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER FLARE BY THE STUDENT, AND A DELAY IN REMEDIAL ACTION BY THE INSTRUCTOR (CFI).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1317 11/06/89 HAYWARD, CA A/C Reg. No. N3018T Time (Lcl) - 1400 PST

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

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

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

Make/Model - CESSNA 320	Eng Make/Model - CONTINENTAL TS10-470-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAN JOSE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HAYWARD
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 28R
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3100/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2340
SE LAND, ME LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 4
		Instrument- 125
		Multi-Eng - 120
		Last 30 Days- UNK/NR
		Last 90 Days- 11
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT COMPANY MANAGEMENT REQUESTED HE TAKE A BUSINESS FLIGHT THAT HE DIDN'T WANT TO TAKE. HE SUGGESTED THAT ANOTHER PILOT TAKE THE FLIGHT, BUT MANAGEMENT ELECTED TO HAVE ANOTHER PILOT ACCOMPANY HIM. IN RETROSPECT, THE PILOT SAID THAT HE SHOULD HAVE REFUSED TO TAKE THE FLIGHT BECAUSE HE HAD SOME PERSONAL PROBLEMS THAT WERE DISTRACTING HIM. THE PILOT REPORTED THAT HE WAS ATTEMPTING TO LAND "ON THE NUMBERS" OF A RELATIVELY SHORT RUNWAY. HE SAID THAT HE GOT THE AIRPLANE TOO SLOW TOO SOON AND INADVERTENTLY MADE A HARD LANDING SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1317

11/06/89

HAYWARD, CA

A/C Reg. No. N3018T

Time (Lcl) - 1400 PST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)
2. FLARE - IMPROPER - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MANAGEMENT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO ATTAIN THE PROPER TOUCHDOWN POINT AND HIS IMPROPER FLARE FOR LANDING. FACTORS RELATED TO THE
ACCIDENT WERE: THE PILOT'S LACK OF EXPERIENCE IN THE MAKE AND MODEL OF AIRCRAFT, AND COMPANY INDUCED PRESSURE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1318 11/07/89 CHINO, CA A/C Reg. No. N2506A Time (Lcl) - 1230 PST

-----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-38	Eng Make/Model - LYCOMING O-235-L2A	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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	RIALTO, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - N/A
Obstructions to Vision- SMOKE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 638
SE LAND,ME LAND	Months Since - 4	Make/Model- 43
	Aircraft Type - PA-44	Instrument- 83
		Multi-Eng - 39
		Last 24 Hrs - 1
		Last 30 Days- 66
		Last 90 Days- 254
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER BEGINNING AN ILS APCH, A PROGRESSIVE LOSS OF ENG POWER OCCURRED. SUBSEQUENTLY, AN EMERGENCY LANDING WAS MADE IN AN OPEN FIELD, WHERE THE AIRPLANE NOSED OVER ON SOFT TERRAIN. THE REASON FOR THE LOSS OF POWER WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 1318

11/07/89

CHINO, CA

A/C Reg. No. N2506A

Time (Lcl) - 1230 PST

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

Finding(s)
1. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
LOSS OF ENGINE POWER FOR AN UNDETERMINED REASON. SOFT TERRAIN IN THE EMERGENCY LANDING AREA WAS A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1389 4/03/89 ALAMOSA,CO A/C Reg. No. N48DL Time (Lcl) - 0940 MDT

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

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

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

Make/Model - PIPER PA-28RT-201T	Eng Make/Model - CONTINENTAL TSIO-360-FB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ENGLEWOOD,CO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FARMINGTON,NM	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 14000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1530
SE LAND	Months Since - 9	Make/Model- 1400
	Aircraft Type - PA-28RT	Instrument- 402
		Last 24 Hrs - 5
		Last 30 Days- 30
		Last 90 Days- 47

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLT AT 16,000 FT, THE ENG LOST POWER & BEGAN VIBRATING. THE PLT CONTACTED ARTCC & ANNOUNCED HIS INTENTIONS TO MAKE A FORCED LANDING AT THE ALAMOSA ARPT. HOWEVER, HE WAS UNABLE TO REACH THE ARPT & SELECTED A FIELD ABOUT 1 MI AWAY. DURING THE LANDING, THE ACFT ENCTRD SVRL IRRIGATION DITCHES & THE GEAR COLLAPSED. AN EXAM REVEALED THE ENG CRANKSHAFT HAD FAILED AT THE #2 & #3 JOURNALS. THERE WAS EVIDENCE THAT THE #2 PIN HAD FAILED FROM FATIGUE, THEN THE #3 PIN FAILED FROM OVERLOAD.

Brief of Accident (Continued)

File No. - 1389

4/03/89

ALAMOSA, CO

A/C Reg. No. N48DL

Time (Lcl) - 0940 MDT

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - DITCH
3. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FATIGUE FAILURE OF THE ENGINE CRANKSHAFT. A FACTOR RELATED TO THE ACCIDENT WAS: THE TERRAIN CONDITION
IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1219 6/30/89 TELLURIDE, CO A/C Reg. No. N82908 Time (Lcl) - 1500 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 -DESCENT					

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

Make/Model - PIPER PA-32R-301T	Eng Make/Model - LYCOMING TIO-540-S1AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WINSLOW, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TELLURIDE REG.
Wind Dir/Speed- 315/015 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway lth/Wid - 6900/ 25
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - ADF/NDB	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 220
SE LAND	Months Since - 23	Make/Model- 11
	Aircraft Type - PA-28	Instrument- 21
		Last 24 Hrs - 5
		Last 30 Days- 11
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT AND HIS FAMILY, WERE MAKING AN X-COUNTRY FLIGHT. THE PLT REPORTED AN APPROACH TO RWY 27, A 6,900 X 75 FT, ASPHALT RWY, WITH WINDS ESTIMATED FROM 315 DEGREES AT 15 KNOTS. ACCORDING TO THE PLT, THE AIRPLANE ENCOUNTERED A "GUST FROM BELOW". THE PLT DESCRIBED LOW LEVEL TURBULENCE AND SAID HE LOST TRACK OF THE AIRSPEED. HE SAID HE HEARD THE STALL HORN AND THE AIRPLANE FELL ABOUT 10 FT TO THE GROUND.

Brief of Accident (Continued)

File No. - 1219

6/30/89

TELLURIDE, CO

A/C Reg. No. N82908

Time (Lcl) - 1500 MDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO MAINTAIN AIRCRAFT CONTROL DURING AN ENCOUNTER WITH TURBULENCE. CONTRIBUTING TO THE ACCIDENT
WAS THE TURBULENCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1282 7/07/89 GLENWOOD SPGS, CO A/C Reg. No. N2720E Time (Lcl) - 1900 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	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING 0-320-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	GRAND JUNCTION, CO	GLENWOOD SPRINGS
Wind Dir/Speed- 030/010 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3305/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 789
SE LAND, ME LAND	Months Since - 6	Make/Model- 306
	Aircraft Type - PA-34	Instrument- 88
		Multi-Eng - 43
		Last 24 Hrs - 0
		Last 30 Days- 76
		Last 90 Days- 108

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT (CFI) WAS INSTRUCTING A FOREIGN CERTIFICATED PRIVATE PLT WITH ONE PASSENGER ON BOARD. THE CFI SAID THE DUAL STUDENT WAS MAKING A SHORT FIELD TAKEOFF ON RWY 32, A 3,305 X 50 FT ASPHALT RWY, WITH WINDS REPORTED AS 030 DEG AT 10 KTS, GUSTING TO 13 KNOTS. THE CFI SAID THAT AT MID-FIELD, THE ACFT HAD GAINED 50 FT AGL ALTITUDE. HE SAID THE ACFT WAS STRUCK BY A WINDSHEAR AND IT BEGAN TO LOSE ALTITUDE. THE CFI TOOK THE CONTROLS, LOWERED THE NOSE, AND ELECTED TO LAND STRAIGHT AHEAD. THE CFI SAID HE "TURNED OFF THE ENGINE" AND "ADDED FLAPS." THE ACFT TOUCHED DOWN WITH 200 FEET OF RWY REMAINING. THE ACFT OVERRAN THE RWY, WENT THROUGH A FENCE, AND CAME TO REST 300 FT OFF THE END OF RWY.

Brief of Accident (Continued)

File No. - 1282

7/07/89

GLENWOOD SPGS, CO

A/C Reg. No. N2720E

Time (Lcl) - 1900 MDT

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

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

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

Finding(s)

4. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE COMPENSATION FOR WIND CONDITIONS BY THE DUAL STUDENT, RESULTING IN A LOSS OF CONTROL AND A FORCED LANDING.
THE PILOT-IN-COMMAND, CFI, FAILED TO ADEQUATELY SUPERVISE THE OPERATION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1334 7/19/89 CRESTED BUTTE, CO A/C Reg. No. N5673W Time (Lcl) - 0800 MDT

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

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

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

Make/Model - PIPER PA-28-160	Eng Make/Model - LYCOMING O-320-D2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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	CRESTED BUTTE, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GUNNISON, CO	Runway Ident - N/A
Wind Dir/Speed- 250/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 603
SE LAND, ME LAND	Months Since - 4	Make/Model- 394
	Aircraft Type - PA-28R	Instrument- 59
		Multi-Eng - 5
		Last 24 Hrs - 2
		Last 30 Days- 49
		Last 90 Days- 98

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING FLT AT 11,300 FT MSL NEAR A 12,516 FT MOUNTAIN, HE SAW A HERD OF ELK. HE MADE A LEFT TURN TO RETURN TO THE MOUNTAIN. HE SAID THE PLANE ENCOUNTERED A DOWNDRAFT THAT PRODUCED A 500 FPM RATE OF DESCENT. THE PLT APPLIED FULL POWER, BUT COULD NOT STOP THE DESCENT. HE SAW A CLEAR AREA NEAR THE 10,000 FT LEVEL & ELECTED TO LAND. DURING THE LANDING, BOTH WINGS, THE FUSELAGE AND THE LANDING GEAR WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1334

7/19/89

CRESTED BUTTE, CO

A/C Reg. No. N5673W

Time (Lcl) - 0800 MDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. WEATHER CONDITION - UNFAVORABLE WIND
 5. WEATHER CONDITION - DOWNDRAFT
-

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:
FAILURE OF THE PILOT TO MAINTAIN SUFFICIENT ALTITUDE WHILE FLYING OVER MOUNTAINOUS TERRAIN. THE TERRAIN AND WEATHER
CONDITIONS WERE RELATED FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1314 7/25/89 BOULDER, CO A/C Reg. No. N9967Q Time (Lcl) - 1300 MDT

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

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

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

Make/Model - PIPER PA-18-135	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 135 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FORT COLLINS, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BOULDER
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 08
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 420
SE LAND	Months Since - 14	Make/Model- 40
GLIDER	Aircraft Type - UNK/NR	Instrument- 46
		Multi-Eng - 0
		Last 24 Hrs - 3
		Last 30 Days- 60
		Last 90 Days- 130
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD HE MADE A WHEEL LANDING ON RWY 8 WITH WINDS THAT HE ESTIMATED WERE LIGHT & VARIABLE. HE SAID THAT DURING THE LANDING ROLL, THE PLANE SWERVED TO THE RIGHT. HE ATTEMPTED TO CORRECT THE SWERVE, BUT TO NO AVAIL. THE LEFT WING STRUCK THE GROUND BETWEEN THE RWY & TWY. DURING THE OCCURRENCE, THE LEFT WING SPAR WAS BENT & THE MAIN LANDING GEAR WAS DAMAGED, BUT THE PLT WAS ABLE TO TAXI THE PLANE TO THE HANGAR.

Brief of Accident (Continued)

File No. - 1314

7/25/89

BOULDER, CO

A/C Reg. No. N9967Q

Time (Lcl) - 1300 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
-

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 AN INADVERTENT GROUND SWERVE
AND SUBSEQUENT DAMAGE TO THE WING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1341 8/08/89 GEORGETOWN, CO A/C Reg. No. N12DY Time (Lcl) - 0910 MDT

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

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

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 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	EVERGREEN, CO			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 280/015 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 40.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 665	Last 24 Hrs - 0
	Months Since - 9	Make/Model - 85	Last 30 Days - 13
HELICOPTER	Aircraft Type - BH-206B	Instrument - UNK/NR	Last 90 Days - 48
		Multi-Eng - UNK/NR	Rotorcraft - 665

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL PLT WAS FLYING A CAMERAMAN, WHO WAS FILMING A HIKER AT AN ELEVATION OF ABOUT 13,000 FT IN MOUNTAINOUS TERRAIN. THE PLT REPORTED THAT THE WIND WAS FROM 280 DEG AT 15, GUSTING TO 25 KNOTS. AFTER TURNING DOWNWIND, THE HELICOPTER BEGAN AN UNCOMMANDED RIGHT YAW. THE PLT SAID THAT FULL LEFT PEDAL FAILED TO STOP THE TURN AND HE ATTEMPTED TO LAND. THE HELICOPTER TOUCHED DOWN IN A RIGHT YAW AND THE SKIDS COLLAPSED. SUBSEQUENTLY, THE MAIN ROTOR STRUCK THE GROUND AND THE TAIL ROTOR AND BOTH GEAR BOXES WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1341

8/08/89

GEORGETOWN, CO

A/C Reg. No. N12DY

Time (Lcl) - 0910 MDT

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 - HIGH DENSITY ALTITUDE
 3. WEATHER CONDITION - TAILWIND
 4. WEATHER CONDITION - GUSTS
-

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

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER INFLIGHT PLANNING/DECISION BY THE PILOT. THE HIGH DENSITY ALTITUDE, TAIL WIND, GUSTS, AND TERRAIN WERE RELATED
FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1201 9/04/89 WIGGINS,CO A/C Reg. No. N9335R Time (Lcl) - 1030 MDT

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

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

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

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 873
SE LAND	Months Since - 5	Make/Model- 362
	Aircraft Type - C-182	Instrument- 4
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- 60
		Last 90 Days- 150
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AG PILOT WAS MAKING A CLEAN UP PASS ACROSS THE END OF THE 32 ACRE FIELD THAT HE HAD JUST COMPLETED SPRAYING. AT THE END OF THE CLEAN UP PASS THE ACFT COLLIDED WITH A 20 FT TALL IRRIGATION STANDPIPE, WHICH SEVERED 4 FT OF THE RIGHT WING. THE ACFT WAS OBSERVED IN A RIGHT SPIRAL PRIOR TO GROUND IMPACT. THE PILOT HAD BEEN SPRAYING FOR ABOUT 2.5 HOURS WHEN THE ACCIDENT OCCURRED AND HAD BEEN WORKING THIS FIELD FOR SEVERAL MINUTES BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1201

9/04/89

WIGGINS, CO

A/C Reg. No. N9335R

Time (Lcl) - 1030 MDT

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

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

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

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 FAILED TO MAINTAIN AN ADEQUATE VISUAL LOOKOUT AND COLLIDED WITH A STANDPIPE WHICH SEVERED FOUR FEET OF
THE RIGHT WING, RESULTING IN LOSS OF CONTROL INFLIGHT AND SUBSEQUENT COLLISION WITH THE TERRAIN.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1398 11/24/89 COLORADO CITY, CO A/C Reg. No. N18FL Time (Lcl) - 0754 MST

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

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

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

Make/Model - LANIER THORP T-18	Eng Make/Model - LYCOMING O-290-G	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1560	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 125 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GREENHORN VALLEY
Wind Dir/Speed- 250/003 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3900/ 36
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 4	Last 24 Hrs - 0
	Aircraft Type - 7AC	Make/Model- 36
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS SAW THE PLT PREFLIGHT THE ACFT. AFTER HE TOOK OFF, THE ACFT ENTERED A STEEP DESCENT & CRASHED A SHORT DISTANCE FROM THE END OF THE RWY. AN EXAM OF THE ENG REVEALED THAT ALL SPARK PLUGS WERE CARBON FOULED. THE HOME BUILT ACFT HAD A TOTAL OF 40 HRS FLT TIME. THE ENG HAD A TOTAL TIME OF 42 HRS TSMO. THE OWNER/PLT HAD CHANGED THE CARBURETOR & SPARK PLUGS AFTER THE ACFT HAD FLOWN 6 HRS & THE ACFT HAD FLOWN 13 HRS SINCE THE LAST INSPN. NO PREIMPACT PART FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 1398

11/24/89

COLORADO CITY, CO

A/C Reg. No. N18FL

Time (Lcl) - 0754 MST

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

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - FOULED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. 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 WITH CARBON FOULING OF THE SPARK PLUGS, AND FAILURE OF THE PILOT TO MAINTAIN ADEQUATE
AIRSPEED, WHICH RESULTED IN AN INADVERTENT STALL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1353 12/28/89 BROOMFIELD, CO A/C Reg. No. N75702 Time (Lcl) - 1215 MST

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

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

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

Make/Model - 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	JEFFERSON COUNTY
Wind Dir/Speed- 320/008 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9000/ 100
Lowest Sky/Clouds - 2000 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 - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 62
SE LAND	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - C152	Make/Model- 7
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- 4
		Last 90 Days- 13
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RPRTD THAT DURING A LANDING THE ACFT BEGAN TO VEER TO THE RIGHT. SHE SAID SHE APPLIED OPPOSITE RUDDER, BUT THE ACFT WENT OFF THE RWY, HIT A SNOWBANK & NOSED OVER. NO PREACCIDENT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1353

12/28/89

BROOMFIELD, CO

A/C Reg. No. N75702

Time (Lcl) - 1215 MST

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
-

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:
FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL, WHICH RESULTED IN AN INADVERTENT GROUND SWERVE. THE SNOWBANK WAS
A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1304 5/09/89 FORT PIERCE, FL A/C Reg. No. N2231M Time (Lcl) - 1153 EDT

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

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

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

Make/Model - PIPER PA-44-180	Eng Make/Model - LYCOMING 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	OFF AIRPORT/STRIP
Method - N/A	VERO BEACH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 140/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 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 - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 4800
SE LAND, ME LAND, SE SEA	Months Since - 3	Last 24 Hrs - 5
	Aircraft Type - PA-44	Make/Model- 600
		Instrument- 500
		Last 30 Days- 100
		Last 90 Days- 200
		Multi-Eng - 1500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS FOR CREW COORDINATION TRAINING & WAS ADMINISTERED BY FLT SAFETY INTL FOR AER LINGUS, A FOREIGN AIRLINE. AN INSTRUCTOR (CFI) & 2 FOREIGN PLTS WERE ABOARD (STUDENTS HAD PREVIOUSLY GOTTEN U.S. CERTS WITH SINGLE/MULTI-ENG RATINGS). BEFORE THE ACFT, THE ACFT WAS HDG NE. RADAR DATA SHOWED THAT IT TURNED EAST WHILE MAINTAINING A CONSTANT ALT OF 3500'. AFTER TURNING EAST, ITS GND SPD SLOWED TO 53 KTS. THE ACFT THEN BEGAN A RGT TURN AT A RATE OF 125 DEG/MIN. AFTER TURNING SOUTH, THE ACFT'S GND SPD SLOWED TO 37 KTS. THE ACFT THEN ENTERED A DSCNT, WHICH INCREASED TO 8000'/MIN. WITNESSES SAW THE ACFT SPINNING LEFT, IN A NOSE DWN ATTITUDE, BEFORE IT IMPACTED IN THE OCEAN. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND. THERE WAS EVIDENCE THAT DRG IMPACT, NEITHER ENG WAS OPERG, FLAPS WERE EXTND 10 DEG, MAIN GEAR WAS EXTND & THE NOSE GEAR WAS IN TRANSIT. THE ACFT MANUFACTURER RPTD THAT A SPIN MAY CAUSE AN INTERRUPTION OF FUEL TO THE ENGS BY EXCEEDING THE CARB LIMITATIONS. INTENTIONAL SPINS WERE PROHIBITED. VMC & STALL SPDs WERE 56 & 54 KTS, RESPECTIVELY.

Brief of Accident (Continued)

File No. - 1304

5/09/89

FORT PIERCE, FL

A/C Reg. No. N2231M

Time (Lcl) - 1153 EDT

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

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND (CFI)
 2. AIRSPEED - NOT MAINTAINED -
 3. STALL/SPIN - INADVERTENT -
-

Occurrence #2 LOSS OF ENGINE POWER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. ALL ENGINES -
-

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

Finding(s)

5. TERRAIN CONDITION - WATER
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE SUPERVISION BY THE INSTRUCTOR PILOT (CFI), AND FAILURE OF THE CREW TO MAINTAIN SUFFICIENT
AIRSPEED, WHICH RESULTED IN AN INADVERTENT STALL/SPIN AND SUBSEQUENT LOSS OF ENGINE POWER FROM POSSIBLE
INTERRUPTION OF FUEL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1369 5/25/89 DAVIE, FL A/C Reg. No. N65777 Time (Lcl) - 2133 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TALLAHASSEE, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	FORT LAUDERDALE, FL	
Wind Dir/Speed- 170/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- SMOKE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 591
SE LAND, ME LAND	Months Since - 10	Make/Model- 404
	Aircraft Type - PA-34	Instrument- 75
		Multi-Eng - 97
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 48
		Rotorcraft - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE POLICE OFFICER/PILOT FLYING THE PUBLIC USE AIRPLANE ON A NIGHT CROSS COUNTRY INSTRUMENT FLIGHT LOST CONTROL OF THE AIRPLANE WHEN HE ATTEMPTED TO TURN, AND DESCEND IN AN AREA OF TURBULENCE CAUSED BY WILD FIRES ON THE GROUND. THE PILOT'S LAST TRANSMISSION WAS THAT HE WAS IN A "DEADMANS SPIN". COMPARISON OF THE PILOTS LOGBOOK WITH AN AIRPLANE FLIGHT LOG REVEALED DISCREPANCIES. THEREFORE, THE EXACT AMOUNT OF FLIGHT EXPERIENCE WHICH THE PILOT HAD COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1369

5/25/89

DAVIE, FL

A/C Reg. No. N65777

Time (Lcl) - 2133 EDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. UNSAFE/HAZARDOUS CONDITION - ENCOUNTERED - PILOT IN COMMAND
 3. AIRSPEED (VS) - NOT MAINTAINED - PILOT IN COMMAND
 4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. SPIRAL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT IN COMMAND TO MAINTAIN ADEQUATE AIRPLANE CONTROL WHILE ENTERING AN AREA OF TURBULENCE CAUSED BY
WILD FIRES ON THE GROUND BENEATH HIS FLIGHT PATH.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1238 8/06/89 HOLLYWOOD, FL A/C Reg. No. N841DP Time (Lcl) - 1533 EDT

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

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

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

Make/Model - CESSNA 195B	Eng Make/Model - JACOBS R-755-B2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 275 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	NORTH PERRY
Wind Dir/Speed- 090/012 KTS	ATC/Airspace	Runway Ident - 09R
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - UNK/NR	Total - 20000
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 27
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL AFTER TOUCHDOWN ON THE LEFT WHEEL, THE LEFT LANDING GEAR SPRING FAILED DUE TO FATIGUE. THE AIRPLANE SPUN TO THE RT, TRAVELLED OFF THE RT SIDE OF THE RWY, THEN THE RT LANDING GEAR SPRING FAILED DUE TO OVERLOAD. THE AIRPLANE THEN SPUN TO THE LEFT & CAME TO REST.

Brief of Accident (Continued)

File No. - 1238

8/06/89

HOLLYWOOD, FL

A/C Reg. No. N841DP

Time (Lcl) - 1533 EDT

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

Finding(s)

1. LANDING GEAR, MAIN GEAR SPRING - FATIGUE
 2. LANDING GEAR, MAIN GEAR SPRING - FAILURE, TOTAL
-

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - RUNWAY LIGHT
-

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

Finding(s)

5. LANDING GEAR, MAIN GEAR SPRING - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE FAILURE OF THE LEFT MAIN LANDING GEAR SPRING DUE TO LOW CYCLE FATIGUE, RESULTING IN THE LOSS OF CONTROL OF THE
GROUND.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1235 8/12/89 FORT LAUDERDALE, FL A/C Reg. No. N5851C Time (Lcl) - 1227 EDT

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

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

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

Make/Model	- CESSNA 402C	Eng Make/Model	- CONTINENTAL TS10-520-VB	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 325 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	BIMINI		Runway Ident	- N/A
Wind Dir/Speed	- 110/009 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Clearance	- IFR	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total - 6000	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 4	Make/Model- 1200	Last 30 Days- UNK/NR
	Aircraft Type - C-401	Instrument- 292	Last 90 Days- 22
		Multi-Eng - 3638	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE PLT WAS ADVISED BY TWR PERSONNEL THAT BOTH ENG'S WERE TRAILING SMOKE. A WITNESS DESCRIBED THE SMOKE OR VAPOR AS BLACK IN COLOR. THIS IS INDICATIVE OF A RICH MIXTURE. THE PLT THEN REPORTED THAT THE RT ENG LOST POWER & ATTEMPTS TO CORRECT WERE UNSUCCESSFUL. HE THEN SECURED THE ENG & RETURNED TO LAND. AFTER TURNING BASE & LOWERING 15 DEG FLAPS & THE LANDING GEAR, HE REPORTED THE LT ENG LOST POWER. DURING THE DESCENT THE ACFT COLLIDED WITH TREES BEFORE COMING TO REST IN A CANAL SHORT OF THE RWY. THE ACFT WAS RECOVERED & BOTH ENG'S RAN & OPERATED NORMALLY. THE RT ENG AUX PUMP OPS CHECKED GOOD. THE LT ENG AUX PUMP WAS INOP DUE TO IMPACT DAMAGE. THE PLT STATED THE AUX PUMPS WERE OFF DURING TAKEOFF. ACCORDING TO THE FLT MANUAL, THE PUMPS SHOULD BE POSITIONED TO LOW FOR TAKEOFF & VAPOR CLEARING, WHICH IS EVIDENCED BY A "NERVOUS" FUEL FLOW NEEDLE.

Brief of Accident (Continued)

File No. - 1235

8/12/89

FORT LAUDERDALE, FL

A/C Reg. No. N5851C

Time (Lcl) - 1227 EDT

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

Finding(s)

1. 1 ENGINE -
 2. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

4. 1 ENGINE -
 5. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 6. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

7. OBJECT - TREE(S)
 8. TERRAIN CONDITION - WATER
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE FAILURE OF THE PILOT TO POSITION THE AUXILIARY PUMP TO LOW FOR TAKEOFF, COMPOUNDED BY IMPROPER PROCUDERES USED
DURING THE RESULTANT IN-FLIGHT EMERGENCY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1237 8/20/89 PENSACOLA, FL A/C Reg. No. N49938 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	FERGUSON
Wind Dir/Speed- 120/007 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3630/ 200
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 475
SE LAND	Months Since - 2	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ABORTED THE TAKEOFF DUE TO REPORTED LOSS OF ENG POWER & ATTEMPTED TO LAND ON THE REMAINING RWY.
THE AIRCRAFT TRAVELLED OFF THE DEPARTURE END OF THE RUNWAY AND COLLIDED WITH FALLEN TREES, THEN NOSED OVER. THE ENG
WAS RUN & OPERATED NORMALLY. THE FUEL SYSTEM WAS INSPECTED & NO CONTAMINANTS WERE FOUND. THE ELEVATOR TRIM TAB WAS
POSITIONED FULL NOSE DOWN.

Brief of Accident (Continued)

File No. - 1237

8/20/89

PENSACOLA, FL

A/C Reg. No. N49938

Time (Lcl) - 1630 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. ELEVATOR TRIM - IMPROPER - PILOT IN COMMAND
 2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO FOLLOW THE CHECKLIST AND ENSURE THAT THE ELEVATOR TRIM TAB WAS ADJUSTED PROPERLY FOR TAKEOFF.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1360 8/27/89 MILTON, FL A/C Reg. No. N5699J Time (Lcl) - 1320 CDT

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

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

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

Make/Model	- CESSNA 188A	Eng Make/Model	- CONTINENTAL O-470-R	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 230 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	MILTON T FIELD
Wind Dir/Speed	- 180/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 36
Lowest Sky/Clouds	- 2500 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- 25000 FT BROKEN	- NONE	- 3700/ 75
Obstructions to Vision	- NONE	Type of Clearance	- ASPHALT
Precipitation	- RAIN	Type Apch/Lndg	- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND	Months Since	- 5	- 2100
	Aircraft Type	- 7KCAB	Make/Model-
			35
		Instrument-	UNK/NR
		Multi-Eng	- UNK/NR
			Last 24 Hrs - UNK/NR
			Last 30 Days- 65
			Last 90 Days- 100
			Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ENCOUNTERED HVY TURBULENCE AFTER THE PLT TOOK OFF & TURNED ONTO A DOWNWIND LEG OF THE TRAFFIC PATTERN WITH A THUNDERSTORM NORTHWEST OF THE ARPT. THE ACFT WAS STABILIZED & THE PLT ELECTED TO LAND. THE PLT RPRTD THAT AFTER TURNING ONTO FINAL APCH TO LAND, THE ACFT ENTERED AN UNCOMMANDED 90 DEG BANK. HE ATTEMPTED TO CORRECT THE SITUATION, BUT THE ACFT DSCNDD IN A NOSE & RIGHT WING LOW ATTITUDE. BEFORE RECOVERY, THE ACFT CONTACTED THE GROUND & SLID TO A STOP WITH DAMAGE TO THE PROP, ENG MOUNT, RIGHT WING & RIGHT MAIN GEAR.

Brief of Accident (Continued)

File No. - 1360

8/27/89

MILTON, FL

A/C Reg. No. N5699J

Time (Lcl) - 1320 CDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

3. AIRCRAFT CONTROL - NOT POSSIBLE - 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:
FLIGHT IN KNOWN ADVERSE WEATHER BY THE PILOT. TURBULENCE FROM THE NEARBY THUNDERSTORM WAS A RELATED
FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1358 9/10/89 KEY WEST, FL A/C Reg. No. N32133 Time (Lcl) - 1420 EDT

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

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

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

Make/Model - WACO UPF-7	Eng Make/Model - CONTINENTAL W-670	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 220 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KEY WEST INTL
Wind Dir/Speed- 110/010 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4800/ 100
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 5000
SE LAND, ME LAND, SE SEA	Months Since - 7	Last 24 Hrs - 6
	Aircraft Type - PA-44	Make/Model- 2500
		Instrument- 210
		Multi-Eng - 2500
		Last 30 Days- 40
		Last 90 Days- 100
		Rotorcraft - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF A WACO UPF-7, N32133, RPRTD HE WAS TAXIING WITH S-TURNS BEHIND A CESSNA 172, N6552F, ON A DIAGONAL TWY. AS THE CESSNA PLT APCHD THE INTERSECTION WITH THE PARALLEL TWY TO THE ACTIVE RWY (RWY 9), HE ELECTED TO STOP & GIVE WAY TO A COMMERCIAL AIRLINER. THE WACO PLT CONTD TAXIING & DID NOT NOTICE THAT THE CESSNA HAD STOPPED UNTIL HIS ACFT WAS ABOUT 20 TO 30 FT FROM THE CESSNA. THE WACO PLT APPLIED BRAKES, BUT WAS UNABLE TO STOP BEFORE THE PROP OF HIS ACFT HIT THE EMPENNAGE OF THE CESSNA 172.

Brief of Accident (Continued)

File No. - 1358

9/10/89

KEY WEST, FL

A/C Reg. No. N32133

Time (Lcl) - 1420 EDT

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. OBJECT - AIRCRAFT MOVING ON GROUND
 3. CLEARANCE - MISJUDGED - 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 WACO PILOT, WHICH RESULTED IN HIS MISJUDGEMENT OF CLEARANCE BETWEEN
HIS AIRCRAFT AND THE CESSNA 172 AND A SUBSEQUENT COLLISION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1358

9/10/89

KEY WEST, FL

A/C Reg. No. N6552F

Time (Lcl) - 1420 EDT

-----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	0
Other	0	0	0	3

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

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing. - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 110/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WEST PALM BEACH, FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

KEY WEST INTL
Runway Ident - 09
Runway Lth/Wid - 4800/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 35

Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C172

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

Total	- 120	Last 24 Hrs	- 2
Make/Model-	40	Last 30 Days-	15
Instrument-	0	Last 90 Days-	25

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF A WACO UPF-7, N32133, RPRTD HE WAS TAXIING WITH S-TURNS BEHIND A CESSNA 172, N6552F, ON A DIAGONAL TWY. AS THE CESSNA PLT APCHD THE INTERSECTION WITH THE PARALLEL TWY TO THE ACTIVE RWY (RWY9), HE ELECTED TO STOP & GIVE WAY TO A COMMERCIAL AIRLINER. THE WACO PLT CONTD TAXIING & DID NOT NOTICE THAT THE CESSNA HAD STOPPED UNTIL HIS ACFT WAS ABOUT 20 TO 30 FT FROM THE CESSNA. THE WACO PLT APPLIED BRAKES, BUT WAS UNABLE TO STOP BEFORE THE PROP OF HIS ACFT HIT THE EMPENNAGE OF THE CESSNA.

Brief of Accident (Continued)

File No. - 1358

9/10/89

KEY WEST, FL

A/C Reg. No. N6552F

Time (Lcl) - 1420 EDT

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 2. OBJECT - AIRCRAFT MOVING ON GROUND
 3. CLEARANCE - MISJUDGED - PILOT OF OTHER AIRCRAFT
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE VISUAL LOOKOUT BY THE WACO PILOT, WHICH RESULTED IN HIS MISJUDGEMENT OF CLEARANCE BETWEEN
HIS AIRCRAFT AND THE CESSNA 172 AND A SUBSEQUENT COLLISION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1316 9/12/89 MARATHON, FL A/C Reg. No. N3220J Time (Lcl) - 1545 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MARATHON FLIGHT STRIP
Wind Dir/Speed- 130/012 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 - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 400
SE LAND	Months Since - 8	Make/Model- UNK/NR
GLIDER	Aircraft Type - C150	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAXI FOR TAKEOFF, THE LEFT WING TIP OF THE ACFT COLLIDED WITH A FUEL TRUCK. THE PLT STATED THE SUN WAS IN HIS EYES & HE MISJUDGED THE CLEARANCE.

Brief of Accident (Continued)

File No. - 1316

9/12/89

MARATHON, FL

A/C Reg. No. N3220J

Time (Lcl) - 1545 EDT

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. OBJECT - VEHICLE
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S MISJUDGEMENT OF CLEARANCE BETWEEN HIS AIRCRAFT AND THE PARKED AIRCRAFT. FACTORS RELATED
TO THE ACCIDENT WERE: SUNGLARE AND THE LOCATION OF THE PARKED AIRCRAFT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1372	9/15/89	FERNANDINA BCH, FL	A/C Reg. No. N91344	Time (Lcl) - 1910 EDT
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-----Basic Information-----

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	JACKSONVILLE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FERNANDINA BEACH MUNI
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4800/ 150
Lowest Sky/Clouds - 4500 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 - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 140
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - PA-38	Make/Model- 18
		Instrument- 5
		Last 30 Days- 44
		Last 90 Days- 77

Instrument Rating(s) - NONE

-----Narrative-----

AS A STUDENT PLT WAS PREPARING TO FLY, HE INVITED A PVT PLT TO ACCOMPANY HIM & THE PVT PLT ACCEPTED THE OFFER. THEY FLEW TO ANOTHER ARPT IN THE AREA TO PRACTICE TOUGH-&-GO LANDINGS. WHILE PRACTICING LANDINGS, THEY NOTED THE WIND WAS "BOUNCING" THE ACFT. AS THE PVT PLT WAS MAKING AN APCH TO LAND, THE ACFT BEGAN TO LOSE ALTITUDE, RAPIDLY. THE PVT PLT APPLIED FULL POWER, BUT THE ACFT CRASHED ABOUT 70 FT SHORT OF THE RWY BEFORE HE STOPPED THE DSCNT.

Brief of Accident (Continued)

File No. - 1372

9/15/89

FERNANDINA BCH, FL

A/C Reg. No. N91344

Time (Lcl) - 1910 EDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/MUSH - 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 PRIVATE PILOT'S FAILURE TO MAINTAIN AIRSPEED ON FINAL APPROACH, WHICH RESULTED IN A STALL/MUSH.
THE TURBULENCE WAS A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1354 9/16/89 YULEE, FL A/C Reg. No. N67785 Time (Lcl) - 1515 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BRUNSWICK, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	JACKSONVILLE, FL	
Wind Dir/Speed- 220/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - VFR	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 - 27	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- 0
		Last 24 Hrs - 2
		Last 30 Days- 9
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON THE LAST LEG OF HER 1ST SOLO X-COUNTRY FLT. DURING NORMAL CRUISE, SHE OBSERVED CLOUDS EAST OF THE ROUTE OF FLT & ALTERED HER COURSE TO THE WEST. SHE THEN NOTED A FUNNEL CLOUD & ELECTED TO REVERSE COURSE, BUT REPORTEDLY, WAS SURROUNDED BY CLOUDS. SHE MADE A PRECAUTIONARY LANDING ON A ROAD. DURING THE LANDING ROLL, THE ACFT'S LEFT WING COLLIDED WITH A TREE. THE ACFT THEN WENT OFF THE ROAD, TRAVELED INTO A DITCH & NOSED OVER.

Brief of Accident (Continued)

File No. - 1354

9/16/89

YULEE, FL

A/C Reg. No. N67785

Time (Lcl) - 1515 EDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - CLOUDS
 3. WEATHER CONDITION - LOW CEILING
-

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

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 5. OBJECT - TREE(S)
-

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

Finding(s)

6. 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:
IMPROPER PLANNING/DECISION BY THE STUDENT PILOT. FACTORS RELATED TO THE ACCIDENT WERE: THE ADVERSE
WEATHER CONDITIONS AND THE TREE AND DITCH IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1355

9/16/89

FORT MYERS, FL

A/C Reg. No. N8371H

Time (Lcl) - 2043 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -BUSINESS

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-34-220T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-360-KB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 220 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- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

FORT WORTH, TX

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

PAGE FIELD

Runway Ident - 31

Runway Lth/Wid - 4997/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

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 - 3000

Make/Model- 600

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING AT NIGHT, THE ACFT BOUNCED & SUBSEQUENTLY TOUCHED DOWN HARD. THE PLT RPRTD THAT DURING THE OCCURRENCE, THE NOSE TIRE BLEW OUT & BOTH PROPS CONTACTED THE RWY.

Brief of Accident (Continued)

File No. - 1355

9/16/89

FORT MYERS,FL

A/C Reg. No. N8371H

Time (Lcl) - 2043 EDT

Occurrence #1

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 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 FLARE AND IMPROPER RECOVERY FROM A BOUNCED LANDING. DARKNESS WAS A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1374 9/20/89 OCHOPEE, FL A/C Reg. No. N47009 Time (Lcl) - 2200 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 1	0	0	0
Accident Occurred During -MANEUVERING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HOLLYWOOD, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 020/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 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 - NIGHT (DARK)		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 104
SE LAND	Months Since - 0	Last 24 Hrs - UNK/NR
	Aircraft Type - C-152	Make/Model- 104
		Instrument- 3
		Multi-Eng - 0
		Last 30 Days- 4
		Last 90 Days- 10
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD RECEIVED HIS PRIVATE PLT CERTIFICATE 5 DAYS EARLIER. HE TOOK OFF WITH A FRIEND AT NIGHT FOR A FLT OVER THE EVERGLADES. WHEN OPERATIONS PERSONNEL REALIZED THE ACFT HAD NOT RETURNED, A SEARCH WAS INITIATED. ON 9/22/89, THE ACFT WAS FOUND WHERE IT HAD CRASHED IN THE EVERGLADES NATIONAL PARK. THERE WAS EVIDENCE THE ACFT HAD IMPACTED IN A SLIGHT NOSE DOWN, LEFT BANK ATTITUDE. IT WAS EXTENSIVELY DAMAGED DRG IMPACT & THE MAIN WRECKAGE TRAVELED ABOUT 120 YDS BEFORE COMING TO REST. BOTH PROP BLADES WERE CURLED & CONTAINED CHORDWISE SCRATCHES. NO PREIMPACT MECHANICAL PROBLEM WAS FOUND. THE PLT HAD LOGGED A TOTAL OF 4.2 HRS OF NIGHT TIME.

Brief of Accident (Continued)

File No. - 1374

9/20/89

OCHOPEE, FL

A/C Reg. No. N47009

Time (Lcl) - 2200 EDT

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

Finding(s)

1. TERRAIN CONDITION - WET
 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. SPATIAL DISORIENTATION - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO MAINTAIN ALTITUDE/CLEARANCE OVER THE TERRAIN. RELATED FACTORS WERE: DARK NIGHT,
SPATIAL DISORIENTATION OF THE PILOT, AND HIS LACK OF EXPERIENCE IN THE TYPE OF OPERATION (NIGHT FLYING).

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1356 9/24/89 GREEN COVE SPGS, FL A/C Reg. No. N711KD Time (Lcl) - 1304 EDT

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

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

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

Make/Model - COOLEY LONG-EZ	Eng Make/Model - CONTINENTAL O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1425	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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 - IMC	LOCAL	HALLER AIRPARK
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Ident - 17
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 200
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 300 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WET
Obstructions to Vision- UNK/NR	FULL STOP	
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2000
SE LAND	Months Since - 19	Make/Model- 150
	Aircraft Type - C-175B	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT FLEW TO ANOTHER ARPT & MADE TOUCH & GO LNDGS. HE RPRTD THAT WHEN HE RETURNED, THERE WAS A LOW CEILING, BUT HE COULD SEE THE ARPT FROM SVRL MILES AWAY. DURING AN ATTEMPT TO LAND ON RWY 17, THE ACFT TOUCHED DOWN IN A GRASS COVERED DRAINAGE DITCH TO THE RIGHT OF THE RWY. THE PLT WAS UNABLE TO STEER THE ACFT OUT OF THE DITCH. SUBSEQUENTLY, IT HIT A CULVERT & WAS EXTENSIVELY DMGD. A WITNESS ESTIMATED THE CEILING WAS 300' & THE WIND WAS FROM 360 DEG AT 8 KTS.

Brief of Accident (Continued)

File No. - 1356

9/24/89

GREEN COVE SPGS, FL

A/C Reg. No. N711KD

Time (Lcl) - 1304 EDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - TAILWIND
4. TERRAIN CONDITION - DITCH
5. PROPER ALIGNMENT - 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, WHICH RESULTED IN HIS FAILURE (OR INABILITY) TO ALIGN THE ACFT WITH THE RUNWAY
DURING THE LANDING. THE LOW CEILING, TAILWIND, AND DITCH WERE RELATED FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1357 9/28/89 ROCKLEDGE, FL A/C Reg. No. N17295 Time (Lcl) - 1040 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	0	1
Accident Occurred During -LANDING		0	0	0	0

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

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	ROCKLEDGE AIRPARK
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 45
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 48
	Months Since - N/A	Make/Model- 48
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- 48
		Last 90 Days- 48

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPRTD THAT THE PURPOSE OF THE FLT WAS TO PRACTICE X-WIND LANDINGS BEFORE TAKING HIS PVT PLT CHECK FLT, WHICH WAS SCHEDULED FOR THE FLWG DAY. HE LANDED ON RWY 18 WITH THE WIND FM 120 DEG AT 5 GUSTING 8 KTS. AFTER LANDING, HE LOST CONTROL OF THE ACFT. SUBSEQUENTLY, IT WENT OFF THE LEFT SIDE OF THE RWY & COLLIDED WITH A PARKED/UNOCCUPIED CESSNA 150.

Brief of Accident (Continued)

File No. - 1357

9/28/89

ROCKLEDGE, FL

A/C Reg. No. N17295

Time (Lcl) - 1040 EDT

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

Finding(s)

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

Occurrence #2 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:
FAILURE OF THE STUDENT PILOT TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT, WHICH RESULTED IN AN
INADVERTENT GROUND SWERVE. THE GUSTY CROSSWIND AND PROXIMITY OF THE PARKED AIRCRAFT WERE RELATED FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1370 9/28/89 KISSIMMEE, FL A/C Reg. No. N8107T Time (Lcl) - 1455 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -FERRY	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 - PIPER PA-32R-301T	Eng Make/Model - LYCOMING TIO-540-1AB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	AVON PARK, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ORLANDO, FL	Runway Ident - N/A
Wind Dir/Speed- 110/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3700 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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 17000
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-31	Make/Model- 25
		Last 30 Days- 25
		Instrument- 4400
		Last 90 Days- 60
		Multi-Eng - 13000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DID NOT RECHECK THE ACFT'S FUEL AT AN INTERMEDIATE STOP. AFTER HE DEPARTED & WAS IN CRUISE FLT, THE ENG LOST POWER. THE PLT RPTD THAT THE FUEL GAGES INDCD THE TANKS WERE NEARLY HALF FULL AT THAT TIME. DURING A SUBSEQUENT FORCED LANDING, THE ACFT COLLIDED WITH TREES & WAS DAMAGED. A POST-ACDNT EXAM OF THE ACFT FUEL SYS REVEALED ABOUT 20 OUNCES FUEL IN THE RIGHT TANK. THE LEFT TANK WAS SPLIT OPEN, BUT THERE WAS NO EVIDENCE OF FUEL RESIDUE ON THE GROUND BELOW THE TANK. DURING AN OPNL CHECK OF THE ENG, IT STARTED & RAN NORMALLY

Brief of Accident (Continued)

File No. - 1370

9/28/89

KISSIMMEE, FL

A/C Reg. No. N8107T

Time (Lcl) - 1455 EDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
 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 LANDING

Finding(s)

5. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE PREFLIGHT BY THE PILOT, WHICH RESULTED IN FUEL EXHAUSTION, DUE TO AN INADEQUATE SUPPLY OF
FUEL. FACTORS RELATED TO THE ACCIDENT WERE: FALSE FUEL GAGE INDICATIONS AND TREES IN THE EMERGENCY
LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1371 10/02/89 BELLE GLADE, FL A/C Reg. No. N8842S Time (Lcl) - 1230 EDT

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

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

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

Make/Model - AIR TRACTOR AT-301	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 7710	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BELLE GLADE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 210/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2400 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 30000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4285
SE LAND, ME LAND	Months Since - 9	Last 24 Hrs - 2
	Aircraft Type - AT-301	Make/Model- 1150
		Instrument- 50
		Multi-Eng - 31
		Last 30 Days- 60
		Last 90 Days- 235

Instrument Rating(s) - AIRPLANE

-----Narrative-----

NEITHER THE PLT NOR THE OPERATOR CHECKED THE ACFT'S FUEL LEVEL BEFORE THE FLT. THE PLT RPRTD THAT ABOUT 30 MIN AFTER TAKEOFF, AS HE WAS APPLYING BAIT TO A CANE FIELD, THE ENG LOST POWER. HE MADE A FORCED LANDING IN THE CANE, BUT THE ACFT WENT INTO A DITCH BEFORE STOPPING. AN INSPN OF THE FUEL SYS REVEALED ABOUT 1 QT OF FUEL WAS REMAINING.

Brief of Accident (Continued)

File No. - 1371

10/02/89

BELLE GLADE, FL

A/C Reg. No. N8842S

Time (Lcl) - 1230 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - CROP
 5. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE PREFLIGHT BY THE PILOT, WHICH RESULTED IN FUEL EXHAUSTION, DUE TO AN INADEQUATE SUPPLY OF
FUEL. A FACTOR RELATED TO THE ACCIDENT WAS: THE TERRAIN CONDITION IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1392 10/07/89 TITUSVILLE,FL A/C Reg. No. N9141H Time (Lcl) - 0854 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 - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2440	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	VERO BEACH,FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SPACE CENTER EXECUTIVE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 4.000 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6001/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- HAZE	FULL STOP	
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 - 40
	Months Since - N/A	Make/Model- 40
	Aircraft Type - N/A	Instrument- 1
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APCH TO LAND. THE STUDENT PLT OBSERVED THAT THE ACFT WAS HIGH, BUT HE CONTD THE APCH. AFTER PASSING OVER THE THRESHOLD AT AN INDCD AIRSPEED OF ABOUT 90 KTS, THE ACFT TOUCHED DOWN, BOUNCED & THEN TOUCHED DOWN WITH ABOUT 200' OF RWY REMAINING. THE PLT APPLIED BRAKING ACTION, BUT THE ACFT VEERED OFF THE LEFT END OF THE RWY & THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1392

10/07/89

TITUSVILLE, FL

A/C Reg. No. N9141H

Time (Lcl) - 0854 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

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:
FAILURE OF THE PILOT TO GO AROUND AFTER LANDING LONG WITH EXCESSIVE AIRSPEED.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1394 10/07/89 JACKSONVILLE, FL A/C Reg. No. N5252E Time (Lcl) - 1745 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

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

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL TS10-520-R1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JACKSONVILLE, FL	HERLONG
Wind Dir/Speed- 260/003 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - 3000 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- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 762
SE LAND	Months Since - 18	Make/Model- 348
	Aircraft Type - C210	Instrument- 159
		Last 24 Hrs - UNK/NR
		Last 30 Days- 14
		Last 90 Days- 57

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF AT AN ALT OF ABOUT 100 FT, THE ENG LOST POWER DUE TO FUEL STARVATION. THE PLT MADE A FORCED LANDING IN A FIELD. AN EXAM OF THE AIRPLANE REVEALED THE FUEL SELECTOR WAS POSITIONED TO A TANK THAT CONTAINED 1/2 GALLON OF FUEL, WHICH WAS NOT USABLE. THE OTHER TANK CONTAINED 5 GALLONS OF FUEL.

Brief of Accident (Continued)

File No. - 1394

10/07/89

JACKSONVILLE, FL

A/C Reg. No. N5252E

Time (Lcl) - 1745 EDT

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. FLUID, FUEL - STARVATION
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE PREFLIGHT BY THE PILOT, AND FUEL STARVATION, DUE TO HIS IMPROPER POSITIONING OF THE FUEL SELECTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1393 10/14/89 NAPLES, FL A/C Reg. No. N7599Y Time (Lcl) - 1910 EDT

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

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

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

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-320-B1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
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	NAPLES MUNI
Wind Dir/Speed- CALM		Runway Ident - 22
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FULL STOP	
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 - 538
SE LAND	Months Since - 5	Make/Model- 84
	Aircraft Type - PA-30	Instrument- 36
		Multi-Eng - 254
		Last 24 Hrs - UNK/NR
		Last 30 Days- 5
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT AFTER TAKEOFF, THE LANDING GEAR DID NOT RETRACT. HE ATTEMPTED TO RECYCLE IT SVRL TIMES, THEN AFTER TURNING OFF THE "PANEL LIGHTS," THE LANDING GEAR INDCR (DOWN & LOCKED LIGHT) ILLUMINATED. HE FLEW BY THE TOWER FOR VISUAL CONFIRMATION THAT THE GEAR WAS DOWN. AFTER BEING ADVISED THAT IT WAS, HE RETURNED FOR LANDING. HE RPRTD THAT AFTER REDUCING POWER TO LAND WITH NO WARNING HORN, THE AIRPLANE TOUCHED DOWN. DURING THE LANDING ROLL, THE GEAR COLLAPSED. NO REASON WAS FOUND FOR THE GEAR TO COLLAPSE. THE OWNER'S HANDBOOK NOTED THAT THE LANDING GEAR INDCR LIGHTS WOULD DIM WHEN THE NAV LIGHTS WERE ON.

Brief of Accident (Continued)

File No. - 1393

10/14/89

NAPLES, FL

A/C Reg. No. N7599Y

Time (Lcl) - 1910 EDT

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

Finding(s)

1. LANDING GEAR - UNDETERMINED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
COLLAPSE OF THE LANDING GEAR DURING THE LANDING ROLL DUE TO AN UNDETERMINED REASON.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1390 10/17/89 IMMOKALEE, FL A/C Reg. No. N911SA Time (Lcl) - 1241 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	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 - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	JACKSONVILLE, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FORT MYERS, FL	
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2200 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 20000 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 - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 79
SE LAND	Months Since - UNK/NR	Make/Model- 8
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE BECAME DISORIENTED WHILE ON A FLT FROM JACKSONVILLE, FL TO FORT MYER, FL. HE OBTAINED ASSISTANCE, BUT THE ACFT LOST POWER FROM FUEL EXHAUSTION BEFORE HE REACHED AN ARPT. SUBSEQUENTLY, THE ACFT COLLIDED WITH A TREE DURING AN EMERGENCY LANDING & WAS DAMAGED. AN INVESTIGATION REVEALED THAT HIS ESTIMATED TIME EN ROUTE WAS PLANNED TO BE 3.3 HRS WITH 4 HRS OF FUEL ON BOARD. THE POWER LOSS OCCURRED AFTER 3 HRS & 12 MIN OF FLT. WITNESSES & FUEL RECEIPTS SHOWED THAT THE ACFT HAD BEEN FLOWN ABOUT 1.5 HRS ON THE PREVIOUS EVENING.

Brief of Accident (Continued)

File No. - 1390

10/17/89

IMMOKALEE, FL

A/C Reg. No. N911SA

Time (Lcl) - 1241 EDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND 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:
IMPROPER PLANNING/DECISION BY THE PILOT, WHICH RESULTED IN FUEL EXHAUSTION. FACTORS RELATED TO THE ACCIDENT WERE:
THE PILOT BECOMING LOST OR DISORIENTED, AND THE TREE(S) IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1391 10/21/89 APALACHICOLA, FL A/C Reg. No. N1212L Time (Lcl) - 0600 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NEW ORLEANS, LA	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 56	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 570
SE LAND	Months Since - UNK/NR	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- 22
		Last 24 Hrs - 1
		Last 30 Days- 8
		Last 90 Days- 34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF AT ABOUT 100' AGL, THE ENG LOST POWER. AN EMERG LNDG WAS THEN MADE IN A SWAMPY AREA & THE ACFT, WAS DAMAGED. AN EXAM OF THE ENG REVEALED THAT THE #1 EXHAUST VALVE PUSHROD WAS BENT. ACCORDING TO THE ENG MANUFACTURER THIS RESULTED FROM A STICKING EXHAUST VALVE, WHICH ALLOWED THE PISTON TO CONTACT THE VALVE. THE VALVE STEM CAP HAD FAILED & LODGED BETWEEN THE ROCKER ARM AND THE OUTER VALVE SPRING ASSEMBLY.

Brief of Accident (Continued)

File No. - 1391

10/21/89

APALACHICOLA, FL

A/C Reg. No. N1212L

Time (Lcl) - 0600 EDT

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - BINDING(MECHANICAL)
2. ENGINE ASSEMBLY, VALVE, EXHAUST - FAILURE, TOTAL

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 - SOFT
4. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
BINDING AND SUBSEQUENT FAILURE OF THE #1 EXHAUST VALVE. A FACTOR RELATED TO THE ACCIDENT WAS: THE
SOFT/WET (SWAMPY) TERRAIN CONDITION IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1396 4/29/89 SUCHES,GA A/C Reg. No. N2526W Time (Lcl) - 0900 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	ON GROUND	Pass	1	0	0	0
Accident Occurred During -APPROACH			4	1	0	0

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

Make/Model - BEECH B24R	Eng Make/Model - LYCOMING IO-360-A1B6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HAMPTON,GA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	DAHLONEGA,GA	LUMPKIN-WIMPY
Wind Dir/Speed- 240/008 KTS		Runway Ident - 15
Visibility - UNK/NR	ATC/Airspace	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - UNK/NR	SCATTERED	Runway Surface - ASPHALT
Lowest Ceiling - BROKEN	Type of Flight Plan - NONE	Runway Status - DRY
Obstructions to Vision- UNK/NR	Type of Clearance - NONE	
Precipitation - NONE	Type Apch/Lndg - FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 93
SE LAND	Months Since - 1	Make/Model- 29
	Aircraft Type - BE-24	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 22
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD RECEIVED HIS PVT CERTIFICATE 3 DAYS BEFORE THE ACDNT. ABOUT 1 HR AFTER RECEIVING A WX BRIEFING, HE TOOK OFF FROM HAMPTON, GA, ON A FLT TO DAHLONEGA, GA. SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES & CRASHED ABOUT 2 MI NW OF THE DESTN ARPT. THE ACDNT SITE WAS ON THE EAST SLOPE OF A MTN. THERE WAS EVIDENCE THAT IMPACT OCCURRED WHILE THE ACFT WAS IN LEVEL FLT. WRECKAGE WAS SCATTERED OVER A 225' AREA. FRESHLY BROKEN LIMBS WITH PROP SLASH MARKS WERE FND WHERE THE ACFT INITIALLY IMPACTED TREES. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND DURING THE INVESTIGATION. RPRTDLY, MARGINAL WX CONDITIONS EXISTED WITH LOW CEILINGS & REDUCED VISIBILITY.

Brief of Accident (Continued)

File No. - 1396

4/29/89

SUCHES, GA

A/C Reg. No. N2526W

Time (Lcl) - 0900 EDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - HIGH TERRAIN
 4. OBJECT - TREE(S)
 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FLIGHT INTO KNOWN ADVERSE WEATHER, AND HIS FAILURE TO MAINTAIN CLEARANCE ABOVE THE WOODED
TERRAIN. THE ADVERSE WEATHER CONDITION, HIGH TERRAIN, AND TREES WERE RELATED FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1384 6/22/89 CONYERS,GA A/C Reg. No. N1875V Time (Lcl) - 1647 EDT

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

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

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85-12F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COVINGTON,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 8000 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 - 69	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 8000
SE LAND	Months Since - 4	Make/Model- 40
	Aircraft Type - M20B	Instrument- 425
		Multi-Eng - 25
		Last 24 Hrs - UNK/NR
		Last 30 Days- 6
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE WAS FLOWN ABOUT TEN MILES FROM THE AIRPORT WHERE THE PILOT CIRCLED HIS SON'S OFFICE AT ABOUT 400 FEET AGL. HE SAID THE ENGINE RPM WAS ABOUT 2300. THE ENGINE LOST POWER & THE PILOT LANDED THE ACFT IN A RESIDENTIAL YARD. DURING THE LANDING, THE ACFT HIT A TREE & CRASHED. THE TEMP & DEW POINT WERE ABOUT 75 & 66 DEG, RESPECTIVELY. ACCORDING TO CARB ICING CHARTS, CONDITIONS WERE CONDUCIVE TO CARB ICE. THE PILOT SAID HE CHECKED THE CARB HEAT DURING RUNUP, BUT DID NOT USE IT IN FLT.

Brief of Accident (Continued)

File No. - 1384

6/22/89

CONYERS, GA

A/C Reg. No. N1875V

Time (Lcl) - 1647 EDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. FUEL SYSTEM, CARBURETOR - ICE
 3. CARBURETOR HEAT - NOT USED - 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)

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:
CARBURETOR ICE AND THE PILOT'S IMPROPER USE OF CARBURETOR HEAT. CARBURETOR ICING CONDITION WAS A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1377 8/02/89 NORMAN PARK,GA A/C Reg. No. N51850 Time (Lcl) - 1520 EDT

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

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

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

Make/Model - TEXAS HELICOPTER OH-13/M74	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 - 2450	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	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	
Wind Dir/Speed- 325/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1607
	Months Since - UNK/NR	Last 24 Hrs - 8
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1607
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- 120
		Last 90 Days- 280
		Rotorcraft - 1607

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD BEEN MAKING AGRICULTURAL AERIAL APPLICATION FLIGHTS ALL DAY WITH SOME INTERRUPTIONS FOR RAIN. HE HAD BEEN APPLYING LANNATE AND BRAVO; THE LOAD ABOARD AT THE TIME OF THE ACCIDENT WAS THE SAME. AFTER A LUNCH BREAK, THE PILOT MADE ONE FLIGHT & LOADED FOR THE NEXT. THE LIFTOFF AND DEPARTURE WERE REPORTED TO BE NORMAL, BUT WHEN THE HELICOPTER DID NOT RETURN AS EXPECTED, A SEARCH WAS INITIATED. WRECKAGE OF THE HELICOPTER WAS FOUND NEAR THE INTENDED AERIAL APPLICATION SITE. NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE WAS FOUND; HOWEVER, THE HELICOPTER WAS EXTENSIVELY DAMAGED. A TOXICOLOGY CHECK OF THE PILOT'S BLOOD REVEALED THE PRESENCE OF METHOMYL (LANNATE) AT A LEVEL OF 600 PARTS/BILLION. THE PILOT HAD NOT BEEN USING A RESPIRATOR. HIS LAST RPRTD MEDICAL CHECK WAS ON 2/7/89.

Brief of Accident (Continued)

File No. - 1377

8/02/89

NORMAN PARK, GA

A/C Reg. No. N51850

Time (Lcl) - 1520 EDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. MISCELLANEOUS EQUIPMENT - NOT USED - PILOT IN COMMAND
3. PHYSICAL IMPAIRMENT(OTHER TOXIC) - PILOT IN COMMAND
4. TERRAIN CONDITION - GROUND
5. CLEARANCE - NOT MAINTAINED - 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, WHICH RESULTED IN HIS PHYSICAL IMPAIRMENT FROM EXPOSURE TO LANNATE, AND HIS
FAILURE TO MAINTAIN ALTITUDE/CLEARANCE ABOVE THE GROUND. A FACTOR RELATED TO THE ACCIDENT WAS: FAILURE OF THE PILOT
TO USE A RESPIRATOR WHILE HANDLING OR BEING EXPOSED TO LANNATE.,

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1367 11/04/89 CORDELE,GA A/C Reg. No. N9WT Time (Lcl) - 1145 EST

-----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	0	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - POND MIDGET MUSTANG	Eng Make/Model - LYCOMING IO-320-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	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	CRISP COUNTY
Wind Dir/Speed- 080/005 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 125
SE LAND	Months Since - 1	Last 24 Hrs - 0
	Aircraft Type - C182	Make/Model- 2
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- 30
		Last 90 Days- 50
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS MAKING HIS 1ST LANDING IN A HOME BUILT MIDGET MUSTANG, WHICH HE HAD RECENTLY PURCHASED. DURING TOUCHDOWN, THE ACFT BOUNCED & THE PLT ELECTED TO GO AROUND. WITNESSES RPRTD THAT THE ACFT ROLLED TO THE LEFT (TORQUE ROLLED) AS HE APPLIED FULL POWER, THEN CRASHED INVERTED BESIDE THE RWY. NO PREIMPACT MECHANICAL PROBLEM WAS FOUND.

Brief of Accident (Continued)

File No. - 1367

11/04/89

CORDELE, GA

A/C Reg. No. N9WT

Time (Lcl) - 1145 EST

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
 2. GO-AROUND - INITIATED - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER HANDLING OF THE AIRCRAFT BY THE PILOT, WHICH RESULTED IN HIS LOSS OF CONTROL. HIS LACK OF
EXPERIENCE IN THIS TYPE OF AIRCRAFT WAS A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1229 11/06/89 ELBERTON,GA A/C Reg. No. N73871 Time (Lcl) - 1438 EST

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

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

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

Make/Model - BELL 47G/TOMCAT MK5	Eng Make/Model - LYCOMING VO-434-A1F	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 - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 010/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 7500 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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 16000
SE LAND,ME LAND	Months Since - 18	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - C-152	Make/Model- UNK/NR
		Last 30 Days- 83
		Instrument- UNK/NR
		Last 90 Days- 197
		Multi-Eng - UNK/NR
		Rotorcraft - 4000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS CONDUCTING A SPRAYING OPERATION IN SUPPORT OF A FEDERAL BOLLWEEVIL ERADICATION PROGRAM. THE HELICOPTER WAS APPROACHING A COTTON FIELD AT 500 FT AGL WHEN THE OWNER BELIEVES HE SAW THE HELICOPTER TURN AWAY. IT THEN WAVERED Laterally right to left, a loud noise followed, all engine noise ceased and the helicopter appeared to fall straight down. Five seconds later, a crashing sound was heard. Wreckage examination revealed only small amounts of fuel in the engine and accessories. However, the flight departed with about 25 gallons of fuel. Weather conditions were conducive to carb ice with the temp being 74 degs and the dewpoint at 60 degs. Investigation failed to disclose evidence of an attempted autorotative procedure or a mechanical failure.

Brief of Accident (Continued)

File No. - 1229

11/06/89

ELBERTON, GA

A/C Reg. No. N73871

Time (Lcl) - 1438 EST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. AUTOROTATION - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - GROUND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
A LOSS OF ENGINE POWER DUE TO CARBURETOR ICE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1388 10/28/89 HALAWA, MOLOKAI, HI A/C Reg. No. N707PV Time (Lcl) - 1837 HST

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-ALOHA ISLANDAIR	DESTROYED						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	2	Serious	Minor	None	
Accident Occurred During	-CRUISE			18	0	0	0	

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

Make/Model	- DE HAVILLAND DHC-6-300	Eng Make/Model	- P&W PT6A-27	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 21	Rated Power	- 620 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP	
Method	MAUI, HI		
Completeness	Destination	Airport Data	
Basic Weather	MOLOKAI, HI		
Wind Dir/Speed	050/011 KTS	Runway Ident	- N/A
Visibility	- UNK/NR	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- UNK/NR	Runway Surface	- N/A
Lowest Ceiling	- OVERCAST	Runway Status	- N/A
Obstructions to Vision	- FOG		
Precipitation	- RAIN		
Condition of Light	- NIGHT (DARK)		

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
ATP, CFI	Current	- YES	Total	- 3542	Last 24 Hrs	- 4
SE LAND, ME LAND	Months Since	- 2	Make/Model	- 1668	Last 30 Days	- 67
	Aircraft Type	- DHC-6	Instrument	- 196	Last 90 Days	- 259
			Multi-Eng	- 1707	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DE HAVILLAND DHC-6, N707PV (ALOHA ISLANDAIR FLT 1712), COLLIDED WITH MOUNTAINOUS/HILLY TERRAIN NEAR HALAWA BAY, HI, WHILE EN ROUTE ON A SCHEDULED PASSENGER FLT AT NIGHT FROM MAUI TO MOLOKAI, HI. IMPACT OCCURRED AT AN ELEVATION OF ABOUT 500 FT, SHORTLY AFTER THE ACFT HAD DESCENDED OVER WATER, THEN CROSSED THE SHORELINE. THERE WAS EVIDENCE THAT THE CAPTAIN HAD MADE A NAVIGATIONAL ERROR & MISTAKENLY BELIEVED THAT HE WAS CIRCUMNAVIGATING THE NORTHERN PORTION OF MOLOKAI ISLAND. THE ACFT CRASHED WHILE ON A HEADING THAT WAS PARALLEL WITH THE ISLAND'S NORTHERN SHORELINE. LOW CLOUDS OBSCURED THE MTN TOPS IN THE AREA OF THE ACFT. THERE WAS ALSO EVIDENCE OF INADEQUATE SUPERVISION OF PSNL, TRAINING & OPNS BY ALOHA ISLANDAIR MANAGEMENT & INSUFFICIENT OVERSIGHT OF ALOHA ISLANDAIR BY THE FAA DURING A PERIOD OF ALOHA ISLANDAIR'S RAPID OPNL EXPANSION.

Brief of Accident (Continued)

File No. - 1388

10/28/89

HALAWA, MOLOKAI, HI

A/C Reg. No. N707PV

Time (Lcl) - 1837 HST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. INADEQUATE TRAINING - COMPANY/OPERATOR MANAGEMENT
7. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
8. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)

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

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE AIRPLANE'S CONTROLLED FLIGHT INTO TERRAIN AS A RESULT OF THE DECISION OF THE CAPTAIN TO CONTINUE FLIGHT UNDER VISUAL FLIGHT RULES AT NIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC), WHICH OBSCURED RISING MOUNTAINOUS TERRAIN. CONTRIBUTING TO THE ACCIDENT WAS: THE INADEQUATE SUPERVISION OF PERSONNEL, TRAINING, AND OPERATIONS BY ALOHA ISLANDAIR MANAGEMENT AND INSUFFICIENT OVERSIGHT OF ALOHA ISLANDAIR BY THE FEDERAL AVIATION ADMINISTRATION PARTICULARLY DURING A PERIOD OF RAPID OPERATIONAL EXPANSION. (REF: NTSB/AAR-90/05)

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1277 10/01/89 SWAN, IA A/C Reg. No. N7914A Time (Lcl) - 1430 CDT

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

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

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

Make/Model - STITS-ITRICH SA6B	Eng Make/Model - CONTINENTAL C-85-F	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NUTTER
Wind Dir/Speed- 170/015 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1300/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 851
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO LAND HIS HOMEBUILT ACFT, DURING GUSTY CROSSWIND CONDITIONS, THE AIRCRAFT BOUNCED, THEN VEERED OFF THE RUNWAY. THE AIRPORT'S TOUCHDOWN AREA ON THE 1300 FOOT LONG RUNWAY WAS DOWNWIND FROM THE HANGARS WHICH WOULD BE CONDUCTIVE FOR CAUSING WINDS SHEAR AND TURBULENCE IN THE LANDING AREA. THE PILOT ESTIMATED THAT THE WINDS WERE OUT OF THE SOUTH AT 18 KNOTS, WITH GUSTS TO 25 KNOTS.

Brief of Accident (Continued)

File No. - 1277

10/01/89

SWAN, IA

A/C Reg. No. N7914A

Time (Lcl) - 1430 CDT

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

Finding(s)

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

Occurrence #2 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:
THE PILOT'S FAILURE TO ADEQUATELY COMPENSATE FOR THE GUSTY CROSSWIND CONDITIONS WHICH CONTRIBUTED TO THE ACCIDENT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1274 10/14/89 WATERLOO, IA A/C Reg. No. N47DB Time (Lcl) - 2010 CDT

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

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

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

Make/Model - CESSNA P210	Eng Make/Model - CONTINENTAL TSIO-520-P	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ST. CHARLES, MO	
Method - N/A	Destination WATERLOO, IA	Airport Data
Completeness - N/A		EAST WATERLOO
Basic Weather - VMC	ATC/Airspace	Runway Ident - 24
Wind Dir/Speed- 110/006 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 100
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 14000 FT SCATTERED	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Lowest Ceiling - 25000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1935
SE LAND, ME LAND	Months Since - 17	Make/Model- 210
	Aircraft Type - C-172	Instrument- 370
		Multi-Eng - 428
		Last 24 Hrs - 4
		Last 30 Days- 30
		Last 90 Days- 51
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A NIGHT, BUSINESS, CROSS COUNTRY FLIGHT, THE PILOT SAID THAT THE ENGINE QUIT ABOUT 8 MILES FROM HIS DESTINATION AIRPORT. THE DESTINATION AIRPORT CONTROL TOWER VECTORED HIM TO THE NEAREST AIRPORT, ABOUT 3 MILES FROM HIS POSITION. THE RUNWAY LIGHTS ON THE GRASS STRIP WERE OPERATED MANUALLY AND HAD BEEN TURNED OFF. THE PLT SAID HE GUESSED AT THE LOCATION OF THE AIRSTRIP DUE TO FAMILIARITY WITH THE AREA. THE ACFT HIT A FENCE AND CAME TO REST AT THE END OF THE RUNWAY. POST ACCIDENT INVESTIGATION REVEALED THE FUEL TANKS TO BE EMPTY OF USABLE FUEL.

Brief of Accident (Continued)

File No. - 1274

10/14/89

WATERLOO, IA

A/C Reg. No. N47DB

Time (Lcl) - 2010 CDT

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

Finding(s)

1. LIGHT CONDITION - BRIGHT NIGHT
 2. PLANNING-DECISION - POOR - PILOT IN COMMAND
 3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
 4. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - FENCE
 6. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FUEL EXHAUSTION, DUE TO POOR PLANNING/DECISION, AND FUEL CONSUMPTION CALCULATIONS MISJUDGED BY THE PILOT IN COMMAND.
THE FACT THAT THE RUNWAY LIGHTS WERE NOT OPERATING & THE ACCIDENT OCCURRED AT NIGHT WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1268 10/22/89 CHARLES CITY,IA A/C Reg. No. N2366N Time (Lcl) - 1015 CDT

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING 0-235-L2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHARLES CITY
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 529
SE LAND	Months Since - 4	Last 24 Hrs - 0
HELICOPTER	Aircraft Type - PA-28	Make/Model- 20
		Instrument- 102
		Multi-Eng - 0
		Last 30 Days- 10
		Last 90 Days- 30
		Rotorcraft - 54

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE GIVING A BIENNIAL FLIGHT REVEIW TO A NON-CURRENT PRIVATE PILOT, THE CFI SAID THAT THEY LOST CONTROL OF THE AIRCRAFT DURING A LANDING, AND THE AIRCRAFT COLLIDED WITH A FENCE, THEN THE TERRAIN. THE CFI HAD A TOTAL OF 20 HOURS IN TYPE AND NO HOURS IN TYPE FOR THE PRECEEDING 90 DAYS.

Brief of Accident (Continued)

File No. - 1268

10/22/89

CHARLES CITY, IA

A/C Reg. No. N2366N

Time (Lcl) - 1015 CDT

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

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND (CFI)
 3. LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND (CFI)
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND (CFI)
-

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

Finding(s)

5. OBJECT - FENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN ADEQUATE CONTROL OF THE AIRCRAFT DURING THE LANDING PHASE COUPLED WITH THE
CFI'S INADEQUATE SUPERVISION DURING THE INSTRUCTIONAL FLIGHT. THE CFI'S LACK OF FAMILIARITY WITH THE ACCIDENT AIRCRAFT
WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1206

3/18/89

JEROME, ID

A/C Reg. No. N128AF

Time (Lcl) - 1100 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - NORTH AMERICAN T-28A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 7150
No. of Seats - 2

Eng Make/Model - UNKNOWN UNKNOWN
Number Engines - 1
Engine Type - UNK/NR
Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2400 FT SCATTERED
Lowest Ceiling - 5000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
OGDEN, UT

Airport Proximity
ON AIRPORT

Airport Data

JEROME
Runway Ident - UNK/NR
Runway Lth/Wid - 5200/ 60
Runway Surface - ASPHALT
Runway Status - UNK/NR

ATC/Airspace

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

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate -

Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF GROUND RUN THE NOSE GEAR COLLAPSED. IT WAS FOUND THAT THE NOSE GEAR WEB HAD CRACKED. PRIOR TO THIS FLIGHT, THE AIRPLANE UNDERWENT A HARD LANDING WHICH WAS NOT REPORTED OR INSPECTED BY AUTHORIZED PERSONNEL.

Brief of Accident (Continued)

File No. - 1206

3/18/89

JEROME, ID

A/C Reg. No. N128AF

Time (Lcl) - 1100 MST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - CRACKED
2. MAINTENANCE, INSPECTION OF AIRCRAFT - NOT PERFORMED - OTHER PERSON
3. LANDING GEAR, NOSE GEAR ASSEMBLY - PREVIOUS DAMAGE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE FAILURE OF ANOTHER PERSON TO REPORT A HARD LANDING WHICH RESULTED IN THE AIRPLANE NOT BEING INSPECTED BY AUTHORIZED PERSONNEL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1326 3/30/89 MONEE, IL A/C Reg. No. N55191 Time (Lcl) - 1930 CST

-----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 - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LANSING, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 070/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2600
SE LAND,ME LAND	Months Since - 12	Make/Model- 40
	Aircraft Type - BE-55	Instrument- 360
		Multi-Eng - 450
		Last 24 Hrs - 4
		Last 30 Days- 35
		Last 90 Days- 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG FLT AT NGT, THERE WAS A LOSS OF OIL PRESSURE & THE ENG FAILED. VECTORS WERE PROVIDED TO THE NEAREST ARPT, BUT THE Rwy LGTS COULD NOT BE ACTIVATED FM THE AIR, EXCEPT BY PRIOR REQUEST. DRG AN EMERG LNDG IN A NRBY FLD, THE NOSE GEAR HIT A DITCH & COLLAPSED. A TEARDOWN INSPN REVEALED ALL CAM LOBES WERE SPALLED OR PITTED, WITH LOBES FOR CYL #1 EXCESSIVELY WORN. CAM FOLLOWERS FOR CYL #1 & #3 WERE DAMAGED & HAD PRODUCED METAL. ALL OTR CAM FOLLOWERS WERE SPALLED OR PITTED. THE PISTON PIN PLUGS WERE WORN, WHICH CONTRIBUTED ALUMINUM TO THE OIL SYS. OIL PORTS & GALLEYS WERE FILLED WITH METAL FRAGMENTS, RESTRICTING THEIR DIAMETERS. ALUMINUM & STEEL PARTICLES WERE FND IN THE OIL, FILTER & SUMP. THE #5 CONNECTING ROD HAD FAILED & THE RESPECTIVE BOLTS WERE NECKED DWN & PULLED APART. THE OTR ROD BEARINGS WERE EITHER SEIZED OR WERE HARD TO TURN. THE PLT HAD NOTICED METAL FRAGMENTS DRG A RECENT OIL CHANGE, BUT WAS NOT CERTAIN OF WHAT THIS INDCD. RPTDLY, A MECHANIC HAD ADZD HIM THAT THE FRAGMENTS WERE NOT SIGNIFICANT.

Brief of Accident (Continued)

File No. - 1326

3/30/89

MONEE, IL

A/C Reg. No. N55191

Time (Lcl) - 1930 CST

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

Finding(s)

1. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE -
 2. ENGINE ASSEMBLY, CAMSHAFT - WORN
 3. ENGINE ASSEMBLY, PISTON - WORN
 4. FLUID, OIL - CONTAMINATION
 5. LUBRICATING SYSTEM - BLOCKED (PARTIAL)
 6. FLUID, OIL - STARVATION
 7. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. LIGHT CONDITION - DARK NIGHT
 9. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
-

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

Finding(s)

10. TERRAIN CONDITION - DITCH
-

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

11. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE MAINTENANCE/INSPECTION OF THE AIRCRAFT AFTER METAL FRAGMENTS WERE FOUND IN THE OIL, AND WORN
CAM LOBES/FOLLOWERS/PISTON PIN PLUGS, WHICH RESULTED IN OIL CONTAMINATION, RESTRICTION (BLOCKAGE) IN THE
OIL SYSTEM, OIL STARVATION, AND SUBSEQUENT ENGINE (CONNECTING ROD) FAILURE. FACTORS RELATED TO THE ACCIDENT
WERE: DARK NIGHT, LACK OF RUNWAY LIGHTS AT THE NEARBY AIRPORT, AND A DITCH IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1287 4/04/89 CHICAGO, IL A/C Reg. No. N2944P Time (Lcl) - 1555 CDT

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

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

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-TC	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	RACINE, WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MEIGS
Wind Dir/Speed- 260/019 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3948/ 150
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 6500 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 - 36	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 276
SE LAND	Months Since - 11	Make/Model- 227
	Aircraft Type - PA-22	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND ON RUNWAY 18 AFTER HE HAD BEEN INFORMED OF WINDS FROM 260 DEGREES AT 19 KTS, GUSTING TO 30 KTS. JUST AS HE WAS ABOUT TO TOUCH DOWN, A GUST OF WIND CAUGHT THE ACFT, DRIVING THE LEFT WING TO THE RWY. THE NOSE GEAR COLLAPSED AND THE ACFT SLID TO A STOP. THE OWNERS HANDBOOK, IN THE SECTION ON CROSSWINDS, PROVIDES NO GUIDANCE ON A CROSSWIND LIMIT. EVEN WITHOUT GUSTS, THE CROSSWIND COMPONENT COMPUTES TO NEARLY 19 KNOTS.

Brief of Accident (Continued)

File No. - 1287

4/04/89

CHICAGO,IL

A/C Reg. No. N2944P

Time (Lcl) - 1555 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - FLARE/TOUCHDOWN

1. WEATHER CONDITION - CROSSWIND

2. WEATHER CONDITION - GUSTS

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

4. INSUFFICIENT STANDARDS/REQUIREMENTS, MANUFACTURER - MANUFACTURER

Occurrence #2 NOSE GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO COMPENSATE FOR THE CROSSWIND CONDITION WHICH EXISTED DURING THE LANDING. CONTRIBUTING TO THE
ACCIDENT WAS THE GUSTY, CROSSWIND WHICH EXISTED AND THE FAILURE OF THE AIRCRAFT MANUFACTURER TO PROVIDE CROSSWIND
PERFORMANCE DATA FOR THE AIRCRAFT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1303 4/06/89 KANKAKEE, IL A/C Reg. No. N3892V Time (Lcl) - 1152 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GREATER KANKAKEE
Wind Dir/Speed- 020/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1500
SE LAND, ME LAND	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - BE-58	Make/Model- 75
		Instrument- 130
		Last 30 Days- 10
		Last 90 Days- 15
		Multi-Eng - 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A FLT INSTRUCTOR (CFI) WAS GIVING INSTRUCTION TO A CFI APPLICANT FOR HIS INITIAL CFI RATING. TWO WITNESSES SAW THE ACFT NEAR THE ARPT BEFORE IT CRASHED. ONE WITNESS SAID IT WAS FLYING "STRAIGHT" ON A NORTHWESTERLY HEADING, WHEN HE "NOTICED THE PLANE GO UP & THEN IT JUST FELL DOWN, BUT IN A FORWARD MOTION." HE LOST VIEW OF THE ACFT, BUT REALIZED IT HAD CRASHED. ANOTHER WITNESS SAID HE SAW THE ACFT IN A STEEP DSCNT BEFORE IT CRASHED. AN EXAM OF THE CRASH SITE REVEALED THE ACFT HAD IMPACTED ABOUT 1/2 MI NORTHEAST OF THE APCH END OF RWY 22, ON A HEADING OF 295 DEG. ANOTHER PLT THOUGHT HE HEARD THE CREW RPRT ON UNICOM FREQ THAT THEY WOULD BE LANDING ON RWY 16, THOUGH THE WIND FAVORED RWY 4 OR 34. THERE WAS EVIDENCE THE ACFT IMPACTED NOSEWHEEL 1ST, THEN SOMERSAULTED (TUMBLED FORWARD) BEFORE COMING TO REST. NO PRE-ACDNT PROBLEM WAS FOUND CONCERNING THE ACFT OR CREW.

Brief of Accident (Continued)

File No. - 1303

4/06/89

KANKAKEE, IL

A/C Reg. No. N3892V

Time (Lcl) - 1152 CDT

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

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND (CFI)

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

Finding(s)

2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND (CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE INSTRUCTOR PILOT (CFI) TO MAINTAIN CONTROL OF THE AIRCRAFT AND HIS FAILURE TO MAINTAIN
SUFFICIENT ALTITUDE ABOVE THE GROUND.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1325 4/07/89 BUNKER HILL, IL A/C Reg. No. N66988 Time (Lcl) - 1735 CDT

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EAST ALTON, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 5000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s) /Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 60
	Months Since - N/A	Make/Model- 60
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPRTD THAT DURING A PREFLT, HE CHECKED THE FUEL GAGES, VISUALLY INSPECTED THE FUEL TANKS & BELIEVED THE FUEL TANKS WERE ABOUT HALF FULL. HE TOOK OFF WITHOUT REFUELING THE ACFT. ABOUT 45 MIN LATER, THE ENG LOST POWER & THE STUDENT MADE AN EMERGENCY LANDING IN A WHEAT FIELD. DURING THE LANDING, THE ACFT NOSED OVER & WAS DAMAGED. RECORDS SHOWED THE ACFT HAD FLOWN 3.8 HRS ON A PREVIOUS FLT, AFTER IT WAS LAST REFUELED. AT ECONOMY CRUISE, MAX FLT TIME FOR THIS ACFT WAS ESTIMATED TO BE 4.22 HRS.

Brief of Accident (Continued)

File No. - 1325

4/07/89

BUNKER HILL, IL

A/C Reg. No. N66988

Time (Lcl) - 1735 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - 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 - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PREFLIGHT BY THE STUDENT PILOT, WHICH RESULTED IN FUEL EXHAUSTION DUE TO AN INADEQUATE SUPPLY
OF FUEL. A FACTOR RELATED TO THE ACCIDENT WAS: SOFT TERRAIN.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1308 5/31/89 BRISTOL, IN A/C Reg. No. N9114B Time (Lcl) - 1606 EST

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

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

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

Make/Model - PIPER PA-46-310P	Eng Make/Model - CONTINENTAL TS10-520-BE	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TULLAHOME, TN	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - UNK/NR	KALAMAZOO, MI	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1619
SE LAND, ME LAND	Months Since - 20	Last 24 Hrs - 5
	Aircraft Type - PA-34	Make/Model- 17
		Instrument- 441
		Multi-Eng - 585
		Last 30 Days- 7
		Last 90 Days- 18
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER BEING CLEARED TO DESCEND TO TWELVE THOUSAND FEET AND TO DEVIATE AROUND A "BIG CELL", THE AIRCRAFT ENTERED AN AREA OF LEVEL TWO AND THREE THUNDERSTORMS. SUBSEQUENTLY, AN IN-FLIGHT BREAKUP OCCURRED AND WRECKAGE WAS SCATTERED OVER A FOUR MILE AREA. DURING THE BREAKUP, THE RIGHT WING AND EMPENNAGE SEPARATED FROM THE AIRCRAFT. THE LEFT WING AND SPAR ALSO FAILED AT THE SAME LOCATION AS THE RIGHT WING, BUT THE LEFT WING REMAINED WITH THE FUSELAGE. NO PRE-ACCIDENT FAILURE, MALFUNCTION OR METAL FATIGUE OF THE AIRCRAFT WAS FOUND DRG THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 1308

5/31/89

BRISTOL, IN

A/C Reg. No. N9114B

Time (Lcl) - 1606 EST

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

3. AIRSPEED (VA) - ABOVE - PILOT IN COMMAND
 4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 5. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 6. WING, SPAR - OVERLOAD
 7. WING - SEPARATION
 8. STABILIZER - OVERLOAD
 9. STABILIZER - SEPARATION
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
CONTINUED FLIGHT BY THE PILOT INTO KNOWN ADVERSE WEATHER AND HIS EXCEEDING THE DESIGN STRESS LIMITS OF THE AIRCRAFT,
WHICH RESULTED IN FAILURE OF THE WING SPARS AND SEPARATION OF THE RIGHT WING AND EMPENNAGE (STABILIZERS). CONTRIBUTING
FACTORS WERE: CONTINUED FLIGHT BY THE PILOT ABOVE THE MANEUVERING SPEED (VA), HIS LACK OF FAMILIARITY WITH THE MAKE AND
MODEL OF AIRCRAFT, AND THUNDERSTORMS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1258	7/09/89	INDIANAPOLIS, IN	A/C Reg. No. N2545A	Time (Lcl) - 2000 EST
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-----Basic Information-----

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING 0-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/006 KTS</p> <p>Visibility - 3.000 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 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 TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data GREENWOOD MUNI.</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 3475/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 30</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 24</td> <td>Last 30 Days- 15</td> </tr> <tr> <td>Instrument- 1</td> <td>Last 90 Days- 29</td> </tr> <tr> <td>Multi-Eng - 0</td> <td>Rotorcraft - 0</td> </tr> </table>	Total - 30	Last 24 Hrs - 2	Make/Model- 24	Last 30 Days- 15	Instrument- 1	Last 90 Days- 29	Multi-Eng - 0	Rotorcraft - 0
Total - 30	Last 24 Hrs - 2									
Make/Model- 24	Last 30 Days- 15									
Instrument- 1	Last 90 Days- 29									
Multi-Eng - 0	Rotorcraft - 0									

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ON A SOLO FLT WAS ATTEMPTING A TOUCH-AND-GO LANDING, FLARED HIGH AND BOUNCED. HE ATTEMPTED TO RECOVER FROM THE BOUNCED LANDING WITH A POWER ADDITION AND REDUCTION. WHEN HE SAW HE WAS GOING TO BOUNCE AGAIN, HE MADE TWO ADDITIONAL POWER APPLICATIONS AND REDUCTIONS. HE LOST DIRECTIONAL CONTROL TO THE LEFT WHEN THE LEFT WHEEL TOUCHED DOWN ON THE RUNWAY WITH FULL POWER ON THE AIRCRAFT. HE LANDED OFF THE RUNWAY AND STRUCK A FENCE POST WITH THE RIGHT WING. THE STUDENT HAD 6 HOURS SOLO TIME AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1258

7/09/89

INDIANAPOLIS, IN

A/C Reg. No. N2545A

Time (Lcl) - 2000 EST

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

Finding(s)

1. TOUCH-AND-GO - PERFORMED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. FLARE - MISJUDGED - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

6. OBJECT - FENCE POST
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER RECOVERY FROM A BOUNCED LANDING AND FAILURE TO MAINTAIN DIRECTIONAL CONTROL BY THE PILOT. THE STUDENT
PILOT'S LACK OF FLIGHT EXPERIENCE CONTRIBUTED TO THE ACCIDENT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1286 7/27/89 MADISON, IN A/C Reg. No. N39035 Time (Lcl) - 1000 EST

-----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 - GRUMMAN AA-1C	Eng Make/Model - LYCOMING 0-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 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	MADISON IN
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 60
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	TOUCH AND GO	
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,CFI	Current - YES	Total - 735
SE LAND	Months Since - 21	Make/Model- 26
	Aircraft Type - UNK/NR	Instrument- 146
		Multi-Eng - 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 17
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI AND STUDENT PLT, WHO HAD NOT FLOWN IN THE LAST 90 DAYS, HAD COMPLETED THE BASIC AIRWORK PORTION OF THE INSTRUCTIONAL FLT AND RETURNED TO THE ARPT TO PRACTICE PATTERN WORK. ON FIRST TOUCH AND GO LANDING, THE STUDENT HAD A FIVE KNOT CROSSWIND SIXTY DEGREES TO THE LEFT. ON TOUCHDOWN THE ACFT DRIFTED TO THE LEFT. THE STUDENT ADDED FULL POWER AGGRAVATING THE DRIFT. THE CFI TOOK CONTROL AND TRIED TO GET THE ACFT AIRBORNE, BUT LANDED IN UNEVEN TERRAIN TO THE LEFT OF THE RWY COLLAPSING THE NOSE GEAR. THE ACFT SLID INTO A DITCH COLLAPSING THE RIGHT MAIN GEAR.

Brief of Accident (Continued)

File No. - 1286

7/27/89

MADISON, IN

A/C Reg. No. N39035

Time (Lcl) - 1000 EST

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

Finding(s)

1. TOUCH-AND-GO - ATTEMPTED - DUAL STUDENT
 2. LACK OF RECENT TOTAL EXPERIENCE - DUAL STUDENT
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND (CFI)
-

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
 6. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE STUDENT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT AND THE CFI'S DELAY IN TAKING REMEDIAL ACTION
TO REGAIN CONTROL. CONTRIBUTING TO THE ACCIDENT WAS THE STUDENTS LACK OF TOTAL EXPERIENCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1323 12/29/89 LIZTON, IN A/C Reg. No. N3871H Time (Lcl) - 0900 EST

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

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

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

Make/Model - ERCOUCPE 415-CD	Eng Make/Model - CONTINENTAL C-75-12	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	LIZTON, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	HAFFNER
Wind Dir/Speed- 130/008 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1550/ 100
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 14000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		SNOW - WET
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 - 1600
SE LAND, ME LAND, SE SEA	Months Since - 5	Make/Model- 3
	Aircraft Type - WACO	Instrument- 0
		Multi-Eng - 100
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING AN ATTEMPTED TAKEOFF HE "APPLIED FULL POWER, AIRPLANE TRAVELLED ACROSS THREE AREAS OF SNOW....FAILED TO OBTAIN FLYING SPEED...CONTACTED FENCE AND DITCH." THE RUNWAY IN USE WAS A 1,550 FOOT LONG, SNOW-COVERED GRASS STRIP; THE PILOT STATED "I KNEW BETTER, AND I SHOULD HAVE WAITED FOR BETTER RUNWAY CONDITIONS. I JUST SCREWED UP." THE PILOT WAS ATTEMPTING TO REMOVE HIS AIRCRAFT FROM HIS EX-WIFE'S PROPERTY BECAUSE HE WAS "CONCERNED WITH DAMAGE TO AIRCRAFT BY OTHER PARTIES...." THE COMMERCIALLY CERTIFICATED PILOT INDICATED A TOTAL FLIGHT TIME OF 1,600 HOURS, OF WHICH 1,500 HOURS WERE IN SINGLE-ENGINE AIRCRAFT. HE REPORTED THREE HOURS FLIGHT TIME IN THE ACCIDENT MAKE AND MODEL AIRCRAFT, ALL WITHIN THE PRECEDING 90 DAYS.

Brief of Accident (Continued)

File No. - 1323

12/29/89

LIZTON, IN

A/C Reg. No. N3871H

Time (Lcl) - 0900 EST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. INTERPERSONAL RELATIONS - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - GRASS
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
5. AIRSPEED (VLOF) - NOT ATTAINED - PILOT IN COMMAND
6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
7. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - FENCE
9. TERRAIN CONDITION - DITCH

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
SELECTION OF UNSUITABLE TERRAIN BY THE PILOT AND HIS FAILURE TO ABORT THE TAKEOFF. FACTORS RELATED TO THE ACCIDENT
WERE: INTERPERSONAL RELATIONS OF THE PILOT, TERRAIN CONDITION AND FENCE ON OR NEAR THE AIRSTRIPE, THE PILOT'S LACK
OF EXPERIENCE IN THE TYPE OF AIRCRAFT, AND HIS FAILURE TO ATTAIN AIRSPEED.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1246 6/07/89 FT LEAVENWORTH,KS A/C Reg. No. N9507D Time (Lcl) - 1822 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 - PIPER PA-22-160	Eng Make/Model - LYCOMING 0-320-B2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 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	WALDRON,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LEAVENWORTH,KS	SHERMAN
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5905/ 100
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 29
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 8
		Last 30 Days- 7
		Instrument- 0
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES, THE STUDENT PILOT WAS ON HIS FIRST SUPERVISED SOLO FLIGHT, WHEN HE ATTEMPTED TO LAND. DIRECTIONAL CONTROL WAS LOST AND THE ACFT VEERED OFF THE RUNWAY, SHEARED THE NOSE GEAR AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1246

6/07/89

FT LEAVENWORTH,KS

A/C Reg. No. N9507D

Time (Lcl) - 1822 CDT

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

Finding(s)

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

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

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE STUDENT PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT DURING THE LANDING ROLL. CONTRIBUTING
TO THE ACCIDENT WAS THE STUDENT'S LACK OF TOTAL EXPERIENCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1352

8/08/89

INGALLS,KS

A/C Reg. No. N7032M

Time (Lcl) - 1935 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire
NONE

Accident Occurred During -MANEUVERING

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

Make/Model - WSK-PZL-MIELEC PZL-M-18-A

Eng Make/Model - PZL-KALISZ ASZ-62IR-M18

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 9260

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 967 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 150/010 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2383

Make/Model- 260

Instrument- 57

Last 24 Hrs - 0

Last 30 Days- 65

Last 90 Days- 230

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT, THE ACFT CRASHED NEAR A FIELD THAT WAS BEING SPRAYED. IMPACT OCCURRED IN AN AREA WHERE THE PLT WOULD HAVE BEEN MAKING A PROCEDURE TURN FOR ANOTHER SWATH RUN. THERE WAS EVIDENCE THAT THE ACFT HAD IMPACTED IN A STEEP DESCENT. NO PREIMPACT PART FAILURE OF THE ACFT OR ENG WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 1352

8/08/89

INGALLS,KS

A/C Reg. No. N7032M

Time (Lcl) - 1935 CDT

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

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PREFLIGHT PLANNING BY THE PILOT AND HIS FAILURE TO ATTAIN INADEQUATE AIRSPEED, WHICH RESULTED IN A
STALL/SPIN. AS HE WAS ATTEMPTING TO AVOID A POWER TRANSMISSION LINE. FACTORS RELATED TO THE ACCIDENT WERE: RISING
TERRAIN, TALL GRASS, TAILWIND AND THE TRANSMISSION WIRES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1251 8/12/89 TOPEKA, KS A/C Reg. No. N24TW Time (Lcl) - 1115 CDT

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

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

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

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL IO-470-F	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 260 HP		

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

Weather Data		Itinerary	Airport Proximity		
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT		
Method	- N/A	OLATHE, KS			
Completeness	- N/A	Destination	Airport Data		
Basic Weather	- VMC	TOPEKA, KS	BILLARD		
Wind Dir/Speed	- 200/010 KTS		Runway Ident	- 17	
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- 5099/ 150	
Lowest Sky/Clouds	- 700 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- CONCRETE
Lowest Ceiling	- 25000 FT BROKEN	Type of Clearance	- TRAFFIC ADVISORY	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- STOP AND GO		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- 716	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since	- 15	Last 30 Days- 38
	Aircraft Type	- PA-23	Last 90 Days- 96
		Instrument-	62
		Multi-Eng -	231

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THAT HE REALIZED HE WAS TOO HIGH ON HIS APPROACH AND EXECUTED A SLIP MANEUVER ON THE BASE TO FINAL LEGS. THEN HE SAID THAT HE FELT HE WAS TOO LOW AND APPLIED ADDITIONAL THROTTLE. HE SAID THAT THERE WAS NO RESPONSE TO THE THROTTLE APPLICATION WHICH RESULTED IN A LANDING IN A CORN FIELD SHORT OF THE RUNWAY. POST ACCIDENT INVESTIGATION AND ENGINE RUN-UP REVEALED NO MALFUNCTION OF THE ENGINE AND COMPONENTS.

Brief of Accident (Continued)

File No. - 1251

8/12/89

TOPEKA,KS

A/C Reg. No. N24TW

Time (Lcl) - 1115 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. POWERPLANT - FAILURE,PARTIAL
2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
3. PLANNED APPROACH - POOR - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S POORLY PLANNED APPROACH AND FAILURE TO MAINTAIN A PROPER GLIDEPATH. A CONTRIBUTING FACTOR WAS THE
FAILURE OF THE ENGINE TO SUPPLY POWER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1275 10/13/89 YATES CENTER, KS A/C Reg. No. N53264 Time (Lcl) - 1900 CDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING 0-235-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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OLATHE, KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	YATES CENTER, KS	
Wind Dir/Speed- 150/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 85
SE LAND	Months Since - 6	Make/Model- 69
	Aircraft Type - C-150	Instrument- 2
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 6
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED ON A MOWED HAYFIELD BY MISTAKE THINKING IT WAS THE MUNICIPAL AIRPORT. HE ATTEMPTED TO TAKEOFF, WITH PASSENGER AND LUGGAGE, DOWN WIND, ON THE 1200 FOOT LONG FIELD. DURING THE INITIAL CLIMB, THE ACFT'S LEFT WING STRUCK A TREE. THE ACFT SPUN AROUND ABOUT 180 DEGREES AND CRASHED TAIL FIRST INTO A BORDERING RESERVOIR.

Brief of Accident (Continued)

File No. - 1275

10/13/89

YATES CENTER, KS

A/C Reg. No. N53264

Time (Lcl) - 1900 CDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - WATER
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S SELECTION OF THE WRONG DIRECTION TO ATTEMPT A TAKEOFF WHICH RESULTED IN THE INABILITY TO CLIMB
SUFFICIENTLY TO AVIOD TREES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1262 11/10/89 HAYS,KS A/C Reg. No. N4114W Time (Lcl) - 1730 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	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					1
						5

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

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 260/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>EL DORADO,KS</p> <p>Destination</p> <p>HAYS,KS</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</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>HAYS</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 6301/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----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 - 368
SE LAND	Months Since - 5	Make/Model- 137
	Aircraft Type - PA-32	Instrument- 45
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 35
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE MAKING A NORMAL APPROACH FOR LANDING, THE PILOT SAID THAT HE FLARED TOO HIGH WHICH RESULTED IN A HARD LANDING. THE LEFT WHEEL SEPARATED FROM THE LANDING GEAR AND THE ACFT SKIDDED OFF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1262

11/10/89

HAYS,KS

A/C Reg. No. N4114W

Time (Lcl) - 1730 CST

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

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR,MAIN GEAR - SEPARATION

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1288 11/24/89 WICHITA,KS A/C Reg. No. N8912S Time (Lcl) - 0030 CST

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

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

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

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL 0-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEWTON,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WICHITA,KS	
Wind Dir/Speed- 170/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - TRAFFIC ADVISORY	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 - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 833
SE LAND	Months Since - 11	Make/Model- 600
	Aircraft Type - C-150	Instrument- 183
		Multi-Eng - 4
		Last 24 Hrs - 2
		Last 30 Days- 19
		Last 90 Days- 41
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE MAKING A DARK NIGHT VFR APPROACH TO THE DESTINATION AIRPORT, THE PILOT SAID THAT THE ENGINE QUIT. THE ACFT HAD BEEN CLEARED FOR A STRAIGHT IN APPROACH LANDING AND WAS LOCATED ABOUT 3 TO 4 MILES FROM THE RUNWAY THRESHOLD. AN EMERGENCY LANDING IN A RESIDENTIAL AREA WAS PERFORMED. POST ACCIDENT INVESTIGATION REVEALED THE FUEL TANKS TO BE EMPTY. NO OTHER MECHANICAL MALFUNCTION WAS DISCOVERED.

Brief of Accident (Continued)

File No. - 1288

11/24/89

WICHITA, KS

A/C Reg. No. N8912S

Time (Lcl) - 0030 CST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PLANNING-DECISION - POOR - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - TREE(S)
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FUEL EXHAUSTION DUE TO POOR PLANNING AND THE PILOT'S FAILURE TO REFUEL THE AIRCRAFT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1306 4/15/89 LYNCH,KY A/C Reg. No. N9252V Time (Lcl) - 1900 EDT

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

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

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

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	AURORA, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	FLORENCE, SC	Runway Ident - N/A
Wind Dir/Speed- 300/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 219
SE LAND	Months Since - 10	Make/Model- 121
	Aircraft Type - PA-38	Instrument- 3
		Multi-Eng - 0
		Last 24 Hrs - 3
		Last 30 Days- 3
		Last 90 Days- 3
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

AT 1507 CDT ON 4/15/89, THE ACFT DEPD AURORA, IL, ON A FLT TO FLORENCE, SC. WHEN IT DID NOT ARRIVE, A SEARCH WAS INITIATED. FIVE DAYS LATER, IT WAS FOUND BY SURVEYORS ON LYNCH MTN AT ABOUT THE 3500' LEVEL. IMPACT OCCURRED ON A WOODED HILLSIDE, PARALLEL TO A RIDGELINE. THERE WAS EVIDENCE THAT THE ACFT WAS IN LEVEL FLT WHEN IT CRASHED. WITNESSES IN THE AREA RPTD THEY HAD HEARD THE SOUND OF AN ACFT ENG AT ABOUT 1900 EDT ON 4/15/89. FOG, ACCOMPANIED BY DRIZZLE, COVERED THE TOP OF THE MTN AT THAT TIME. AN INVESTIGATION REVEALED THE PLT HAD OBTAINED 4 WX BRIEFINGS BEFORE THE FLT. EACH TIME, HE WAS ADZD THAT VFR FLT WAS NOT RECOMMENDED.

Brief of Accident (Continued)

File No. - 1306

4/15/89

LYNCH, KY

A/C Reg. No. N9252V

Time (Lcl) - 1900 EDT

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 - DRIZZLE
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----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). FACTORS RELATED TO THE ACCIDENT
WERE: THE ADVERSE WEATHER CONDITIONS, TERRAIN, AND THE PILOT'S LACK OF INSTRUMENT EXPERIENCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1344 5/23/89 MAXIE, LA A/C Reg. No. N48467 Time (Lcl) - 1408 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - SCHWEIZER G-164A	Eng Make/Model - P&W R-985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3700	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	MAXIE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 15000
SE LAND, SE SEA	Months Since - 2	Make/Model- 10000
	Aircraft Type - C-150	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 5
		Last 30 Days- 30
		Last 90 Days- 100
		Rotorcraft - 0

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS BEING USED ON A FLT TO SPREAD FERTILIZER. SUBSEQUENTLY, IT CRASHED IN AN AREA OF DENSE TREES NEAR THE EDGE OF A FIELD. THE 1ST IMPACT WITH TREES WAS AT AN ALT OF ABOUT 55' AGL, WHICH SHEARED OFF A 9" BRANCH FROM A TREE. THE ACFT CONTD 43' & HIT TREES AGAIN, ABOUT 31' AGL, & SHEARED OFF TWO 12" BRANCHES. IT THEN CRASHED TO THE GROUND & CAME TO REST ABOUT 85' FROM THE INITIAL IMPACT POINT. THERE WAS EVIDENCE THE ACFT WAS TRAVELING AT A MODERATE SPEED WHEN IT 1ST HIT THE TREES. ACCORDING TO WITNESSES, THE ENG WAS OPERATING NORMALLY BEFORE IMPACT. NO MECHANICAL PROBLEM OF THE ACFT OR ENG WAS FOUND, EXCEPT THAT CONTINUITY OF THE ENG SUPERCHARGER DRIVE WAS DISRUPTED; THE INVESTIGATION DID NOT REVEAL WHETHER THE SUPERCHARGER CONTINUITY HAD FAILED BEFORE OR AFTER IMPACT. THE ACFT'S HOPPER WAS FULLY LOADED WITH FERTILIZER WHEN THE ACFT CRASHED.

Brief of Accident (Continued)

File No. - 1344

5/23/89

MAXIE, LA

A/C Reg. No. N48467

Time (Lcl) - 1408 CDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO MAINTAIN CLEARANCE FROM THE TREES. A FACTOR RELATED TO THE ACCIDENT WAS: THE
PRESENCE OF TREES NEAR THE FIELD WHERE FERTILIZER WAS TO BE DISPENSED.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1239 9/21/89 WINNSBORO, LA A/C Reg. No. N5511S Time (Lcl) - 1030 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 137	ON GROUND	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1085
SE LAND, ME LAND	Months Since - 10	Make/Model- 537
	Aircraft Type - PA-44	Instrument- 59
		Multi-Eng - 12
		Last 24 Hrs - 8
		Last 30 Days- 200
		Last 90 Days- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AG AIRPLANE WAS BEING USED TO SPRAY COTTON. A WITNESS HAS STATED THAT THE AIRPLANE MADE A LEFT TURN AND THE NOSE DROPPED. IT STRUCK A TREE, THEN THE GROUND, AND STARTED BURNING. NO PRE-IMPACT PROBLEMS WERE FOUND WITH THE AIRPLANE OR THE POWERPLANT. THE ENGINE WAS RUNNING AT TREE AND GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1239

9/21/89

WINNSBORO, LA

A/C Reg. No. N5511S

Time (Lcl) - 1030 CDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S INADEQUATE VISUAL LOOKOUT AND SUBSEQUENT COLLISION WITH A TREE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1346	9/23/89	FRANKLINTON, LA	A/C Reg. No. N2AT	Time (Lcl) - 1530 CDT					
-----Basic Information-----									
Type Operating Certificate-NONE (GENERAL AVIATION)			Aircraft Damage	Injuries					
			DESTROYED	Fatal	Serious	Minor	None		
Type of Operation	-PERSONAL		Fire	Crew	0	1	0	0	
Flight Conducted Under	-14 CFR 91		NONE	Pass	0	0	0	0	
Accident Occurred During -LANDING									
-----Aircraft Information-----									
Make/Model	- SOURS/MIDGET MUSTANG SM-1	Eng Make/Model	- LYCOMING IO-320-E2A	ELT Installed/Activated - YES-UNK/NR					
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - NO					
Max Gross Wt	- 900	Engine Type	- RECIP-FUEL INJECTED						
No. of Seats	- 1	Rated Power	- 160 HP						
-----Environment/Operations Information-----									
Weather Data		Itinerary		Airport Proximity					
Wx Briefing - FSS		Last Departure Point		ON AIRPORT					
Method - TELEPHONE		NEW ORLEANS, LA							
Completeness - FULL		Destination		Airport Data					
Basic Weather - VMC		COLUMBUS, MS		FRANKLINTON					
Wind Dir/Speed- 050/010 KTS		ATC/Airspace		Runway Ident - 31					
Visibility - 7.0 SM		Type of Flight Plan - IFR		Runway Lth/Wid - 3000/ 75					
Lowest Sky/Clouds - 2300 FT SCATTERED		Type of Clearance - IFR		Runway Surface - GRASS/TURF					
Lowest Ceiling - NONE		Type Apch/Lndg - FORCED LANDING		Runway Status - DRY					
Obstructions to Vision- HAZE									
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)						
COMMERCIAL,CFI		Current - YES	Total - 920	Last 24 Hrs - UNK/NR					
SE LAND,ME LAND		Months Since - 8	Make/Model- 200	Last 30 Days- 10					
		Aircraft Type - PA-28	Instrument- UNK/NR	Last 90 Days- 15					
			Multi-Eng - 10	Rotorcraft - 0					
Instrument Rating(s) - AIRPLANE									
-----Narrative-----									
DURING FLIGHT, THE ENGINE STARTED RUNNING ROUGH. THE PILOT DECLARED AN EMERGENCY & WAS VECTORED TO AN AIRPORT. JUST BEFORE TURNING BASE, THE ENGINE LOST POWER. SUBSEQUENTLY, THE AIRPLANE IMPACTED TREES AND CRASHED. NO REASON WAS FOUND FOR THE POWER LOSS.									

Brief of Accident (Continued)

File No. - 1346

9/23/89

FRANKLINTON, LA

A/C Reg. No. N2AT

Time (Lcl) - 1530 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)
1. REASON FOR OCCURRENCE UNDETERMINED

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

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

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

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:
A TOTAL LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. TREES IN THE EMERGENCY LANDING AREA WERE A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1293 10/01/89 SULPHUR, LA A/C Reg. No. N3718K Time (Lcl) - 1331 CDT

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

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

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

Make/Model - GLOBE GC-1B	Eng Make/Model - CONTINENTAL 145-2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1700	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	SOUTHLAND FIELD
Wind Dir/Speed- 010/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 10000
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 2
HELICOPTER , GLIDER	Aircraft Type - GC-1B	Make/Model- 300
		Last 30 Days- 30
		Last 90 Days- 80
		Rotorcraft - 5000

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PILOT SAID THE AIRPLANE HAD JUST LIFTED OFF AND HE INITIATED A VERTICAL PULLUP TO PERFORM A 1/4 CLOVERLEAF MANEUVER. HE SAID THAT THE LEFT MAIN LANDING GEAR HAD FAILED TO RETRACT COMPLETELY AND THAT THE DRAG CAUSED THE AIRPLANE TO SLOW RAPIDLY. HE SAID THE AIRPLANE STARTED TO FALL AND HE PUT THE NOSE DOWN, AND GOT ENOUGH AIRSPEED TO LEVEL THE WINGS BEFORE THE AIRPLANE HIT THE GROUND IN A FLAT ATTITUDE.

Brief of Accident (Continued)

File No. - 1293

10/01/89

SULPHUR, LA

A/C Reg. No. N3718K

Time (Lcl) - 1331 CDT

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

Finding(s)

1. GEAR RETRACTION - NOT ATTAINED - PILOT IN COMMAND
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE FAILURE OF THE LANDING GEAR TO COMPLETELY RETRACT WHICH RESULTED IN THE INABILITY TO GAIN SUFFICIENT AIRSPEED TO
PERFORM THE CLIMBING MANEUVER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1301 10/29/89 LEESVILLE, LA A/C Reg. No. N2792F Time (Lcl) - 1330 CST

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

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

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

Make/Model - CESSNA 182J	Eng Make/Model - CONTINENTAL O-470-5	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	LEESVILLE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JENNINGS, LA	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1230
SE LAND	Months Since - 22	Last 24 Hrs - 1
	Aircraft Type - C-182	Make/Model- 665
		Instrument- UNK/NR
		Last 30 Days- 1
		Last 90 Days- 1
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE HAD FLOWN ABOUT FOUR MILES AFTER TAKEOFF WHEN THE ENGINE QUIT. THE PILOT SELECTED THE ONLY PLACE AVAILABLE AND LANDED ON A HIGHWAY. ONE WHEEL WAS ON THE HIGHWAY, AND ONE WAS ON THE MEDIAN. THE NOSE WHEEL HIT A HOLE AND COLLAPSED. NOTHING COULD BE FOUND TO ESTABLISH A REASON FOR THE POWER LOSS.

Brief of Accident (Continued)

File No. - 1301

10/29/89

LEESVILLE, LA

A/C Reg. No. N2792F

Time (Lcl) - 1330 CST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. REASON FOR OCCURRENCE UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE
 3. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. CONTRIBUTING TO THE SEVERITY OF THE ACCIDENT WAS:
THE LACK OF A SUITABLE LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1300 11/20/89 PORT ALLEN, LA A/C Reg. No. N13055 Time (Lcl) - 1430 CST

-----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	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING 0-320-E2D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	GONZALES, LA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - 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)
COMMERCIAL	Current - YES	Total - 6859
SE LAND	Months Since - 1	Make/Model- 4500
	Aircraft Type - C-182	Instrument- 25
		Multi-Eng - 0
		Last 24 Hrs - 4
		Last 30 Days- 80
		Last 90 Days- 240
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE WAS BEING USED FOR PIPELINE PATROL. DURING THE FLIGHT, THE ENGINE RAN ROUGH TWICE AND TWICE THE COMMERCIAL PILOT MADE OFF AIRPORT LANDINGS TO DRAIN THE SUMPS IN THE FUEL SYSTEM. SHORTLY AFTER THE NEXT TAKEOFF, THE ENGINE QUIT AND THE PILOT HAD TO MAKE A FORCED LANDING IN A ROUGH SUGAR-CANE FIELD. POST ACCIDENT INVESTIGATION REVEALED THAT THE AIRPLANE HAD PREVIOUSLY BEEN OUT OF SERVICE FOR THREE YEARS. THE MAINTENANCE PERSONNEL THAT RETURNED THE AIRPLANE TO SERVICE, STATED THEY HAD USED THE MAINTENANCE MANUAL TO REMOVE THE AIRPLANE FROM STORAGE, AND BACK TO SERVICE. INVESTIGATION INDICATED ALL PARTS OF THE FUEL SYSTEM WERE COVERED WITH A RUST COLORED, VARNISH LIKE SUBSTANCE.

Brief of Accident (Continued)

File No. - 1300

11/20/89

PORT ALLEN, LA

A/C Reg. No. N13055

Time (Lcl) - 1430 CST

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

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
 2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
 4. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FUEL SYSTEM CONTAMINATION DUE TO INADEQUATE MAINTENANCE/SERVICE OF THE AIRPLANE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1289 6/30/89 SOUTHAMPTON, MA A/C Reg. No. N8462S Time (Lcl) - 1100 EDT

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

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

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

Make/Model - ROBINSON R-22A	Eng Make/Model - LYCOMING 0-320-B2C	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 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	AMHERST, MA	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - 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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - UNK/NR
SE LAND	Months Since - 28	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 309
		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 PILOT SAID HE HEARD A NOISE AND THEN THE NOSE OF THE HELICOPTER YAWED TO THE RIGHT. WITNESSES SAID THEY SAW PIECES FALL FROM THE HELICOPTER AS IT CAME DOWN AND PART OF THE VERTICAL STABILIZER WITH THE TAIL SKID WAS FOUND HALF A MILE AWAY. THE PILOT ENTERED AUTOROTATION AND ATTEMPTED TO KEEP THE SKIDS LEVEL. THE AIRCRAFT WENT DOWN INTO THE TREES, HIT THE GROUND AND ROLLED OVER ON ITS SIDE. AN UNAUTHORIZED REPAIR ON THE VERTICAL STABILIZER FAILED ALLOWING THE PIECE TO HIT THE TAILROTOR AND CAUSED A LOSS OF DIRECTIONAL CONTROL.

Brief of Accident (Continued)

File No. - 1289

6/30/89

SOUTHAMPTON,MA

A/C Reg. No. N8462S

Time (Lcl) - 1100 EDT

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

Finding(s)

1. STABILIZER - PREVIOUS DAMAGE
 2. MAINTENANCE,MODIFICATION - IMPROPER - OTHER PERSON
-

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE - NORMAL

Finding(s)

3. ROTOR SYSTEM,TAIL ROTOR BLADE - DISABLED
 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER MAINTENANCE WHICH RESULTED IN A SECTION OF THE VERTICAL STABILIZER FAILING INFLIGHT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1365 5/22/89 OLDTOWN, MD A/C Reg. No. N508SC Time (Lcl) - 0708 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 2	0	0	0
Flight Conducted Under -14 CFR 137	ON GROUND	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - BELL UH-1B	Eng Make/Model - LYCOMING LTC-1K-1	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 8500	Engine Type - TURBOSHAFT		
No. of Seats - 2	Rated Power - 1100 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	WARRIOR MTN, MD	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 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 - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4014
SE LAND, ME LAND	Months Since - 11	Make/Model- 1429
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 37
		Multi-Eng - 300
		Last 24 Hrs - 4
		Last 30 Days- 17
		Last 90 Days- UNK/NR
		Rotorcraft - 3597

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

WHILE SPRAYING OVER HILLY/WOODED TERRAIN FOR CONTROL OF GYPSY MOTHS, THE HELICOPTER COLLIDED WITH TWO 3/8 INCH SHIELD CABLES (ATOP A PWR LINE) NEAR THE BOUNDARY OF THE AREA TO BE SPRAYED. WITNESSES SAW SPRAY COMING OUT OF THE SPRAY BOOMS AT THE TIME OF THE COLLISION. THE NOSE OF THE HELICOPTER THEN RAISE UP & FELL TO THE RIGHT BEFORE THE HELICOPTER CRASHED ON THE SIDE OF A HILL. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE HELICOPTER WAS FOUND. THE HELICOPTER WAS NOT EQUIPPED WITH A WIRE CUTTER KIT.

Brief of Accident (Continued)

File No. - 1365

5/22/89

OLDTOWN,MD

A/C Reg. No. N508SC

Time (Lcl) - 0708 EDT

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

Finding(s)

1. OBJECT - WIRE, STATIC
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL/AURAL DETECTION - 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 OBSTRUCTION (INADEQUATE VISUAL LOOKOUT). FACTORS RELATED
TO THE ACCIDENT WERE: THE OBSTRUCTION (STATIC WIRES), AND THE LACK OF VISUAL CUES FOR THE PILOT TO
DETECT THE WIRES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1381 8/26/89 GAITHERSBURG,MD A/C Reg. No. N6840G Time (Lcl) - 1630 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 -TAXI			0	0	0	0	

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

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

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

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

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 338
SE LAND	Months Since - 16	Make/Model- 338
	Aircraft Type - C150	Instrument- 11
		Last 24 Hrs - 2
		Last 30 Days- 6
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS UNABLE TO START THE ENGINE & DECIDED TO PULL THE PROP THROUGH BY HAND. HE STATED HE REMOVED THE IGNITION KEY, PULLED THE THROTTLE TO IDLE & THE MIXTURE TO IDLE CUT-OFF. WHEN HE TURNED THE PROP, THE ENGINE STARTED & THE ACFT BEGAN TO TAXI. IT TRAVELED INTO A PARKED CESSNA SKYHAWK, WHICH WAS PUSHED INTO A CESSNA SKYLANE & A PIPER ARROW. NO MALFUNCTION WAS VERIFIED THAT WOULD HAVE ALLOWED THE ENGINE TO START.

Brief of Accident (Continued)

File No. - 1381

8/26/89

GAITHERSBURG, MD

A/C Reg. No. N6840G

Time (Lcl) - 1630 EDT

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

Finding(s)
1. IGNITION SYSTEM - UNDETERMINED
2. TIE DOWN - NOT USED - PILOT IN COMMAND
3. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND

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

Finding(s)
4. OBJECT - AIRCRAFT PARKED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
AN UNDETERMINED PROBLEM WITH THE IGNITION SYSTEM. A FACTOR RELATED TO THE ACCIDENT WAS: THE PILOT'S FAILURE TO
PROPERLY SECURE THE AIRPLANE OR OBTAIN PROPER ASSISTANCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1228 8/02/89 LINDON,MI A/C Reg. No. N7972K Time (Lcl) - 1130 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 -TAKEOFF			0	0	0	1	0

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

Make/Model - BEECHCRAFT S35	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FLINT,MI	LINDEN PRICE
Wind Dir/Speed- 280/008 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2509/ 50
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
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)
PRIVATE	Current - YES	Total - 993
SE LAND	Months Since - 8	Make/Model- 138
	Aircraft Type - B-35	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- 19
		Last 90 Days- 57

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT AIRPLANE RAN OFF THE END OF THE RUNWAY AND COLLAPSED THE NOSE LANDING GEAR WHILE ABORTING A TAKEOFF ROLL. AIRSPEED AT THE TIME OF THE ABORT WAS GREATER THAN 80 KNOTS AND THE PILOT REPORTED THAT HE WAS UNABLE TO STOP THE AIRPLANE IN THE RUNWAY REMAINING. THE PILOT STATED DURING A TELEPHONE INTERVIEW THAT HE FELT A RESISTANCE IN THE FLIGHT CONTROLS WHICH INCREASED AS THE AIRSPEED BECAME GREATER. HE DESCRIBED IT AS SOFT RESISTANCE RATHER THEN A MECHANICAL LOCK. THE FAA EXAMINED THE AIRPLANE AT THE ACCIDENT SITE BEFORE IT WAS MOVED. NO MECHANICAL REASON COULD BE FOUND TO EXPLAIN THE PILOTS REPORTED DIFFICULTY WITH THE FLIGHT CONTROLS.

Brief of Accident (Continued)

File No. - 1228

8/02/89

LINDON, MI

A/C Reg. No. N7972K

Time (Lcl) - 1130 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLIGHT CONTROL, RUDDERVATOR - MOVEMENT RESTRICTED
2. REASON FOR OCCURRENCE UNDETERMINED

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

Finding(s)

3. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - ABORTED

Finding(s)

4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERSPEED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE RESTRICTED MOVEMENT OF THE RUDDERVATOR CONTROL DUE TO UNDETERMINED REASONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1260

9/17/89

YPSILANTI, MI

A/C Reg. No. N736HC

Time (Lcl) - 1704 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-K
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 195 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 340/006 KTS

Visibility - 25.0 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 - VFR

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

WILLOW RUN

Runway Ident - 05R

Runway Lth/Wid - 7526/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 58

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - C-172K

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 298

Make/Model- 123

Instrument- 9

Last 24 Hrs - UNK/NR

Last 30 Days- 2

Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT AIRPLANE VEERED OFF THE RUNWAY AND NOSED OVER IN RAIN SOFTENED SOD WHILE ATTEMPTING A TAKEOFF. THE PLT RELATED THAT IT WAS HIS IMPRESSION THAT HE DID NOT HAVE COMPLETE CONTROL OF THE AIRPLANE DURING THE LATTER PORTION OF HIS TAKEOFF ROLL AND HE DECIDED TO ABORT THE TAKEOFF BECAUSE HE COULD NOT MAINTAIN HIS DESIRED TRACK DOWN THE RUNWAY. THE AIRPLANE THEN LEFT THE RUNWAY AND NOSED OVER. HE ALSO SAID THAT A POST ACCIDENT INSPECTION REVEALED NO MECHANICAL DEFECTS IN THE AIRPLANE.

Brief of Accident (Continued)

File No. - 1260

9/17/89

YPSILANTI,MI

A/C Reg. No. N736HC

Time (Lcl) - 1704 EDT

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

2. TERRAIN CONDITION - SOFT
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE FAILURE OF THE PLT TO MAINTAIN DIRECTIONAL CONTROL DURING THE TAKEOFF GROUND ROLL. RAIN SOFTENED TERRAIN ADJACENT
TO THE RUNWAY SURFACE IS A CONTRIBUTING FACTOR TO THE ACCIDENT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1253 5/06/89 BRAINERD,MN A/C Reg. No. N8152R Time (Lcl) - 1750 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	3	2
Accident Occurred During -LANDING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	BREEZY POINT,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EAST GULL LAKE,MN	EAST GULL LAKE
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2618/ 130
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 15000 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 - 42	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1063
ME LAND,SE SEA	Months Since - 17	Make/Model- 102
	Aircraft Type - B-36	Instrument- UNK/NR
		Multi-Eng - 124
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO LAND ON A SOD STRIP, THE PILOT FAILED TO EXTEND THE LANDING GEAR. WITNESSES SAID THE AIRCRAFT STRUCK THE TERRAIN, FOLLOWED BY A SHARP PULL UP AND INCREASE IN POWER. THE AIRCRAFT THEN DESCENDED INTO THE TERRAIN. POST ACCIDENT INVESTIGATION REVEALED NO MALFUNCTION OF THE LANDING GEAR SYSTEMS.

Brief of Accident (Continued)

File No. - 1253

5/06/89

BRAINERD,MN

A/C Reg. No. N8152R

Time (Lcl) - 1750 CDT

Occurrence #1 GEAR NOT EXTENDED

Phase of Operation LANDING

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. INATTENTIVE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING - ABORTED

Finding(s)

3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO FOLLOW PROCEDURES WHICH RESULTED IN THE FAILURE TO EXTEND THE LANDING GEAR PRIOR TO TOUCHDOWN.
A CONTRIBUTING FACTOR WAS THE PILOT'S INATTENTIVENESS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1378 6/15/89 ELY,MN A/C Reg. No. N70466 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 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	1	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 - 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	ELY,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 020/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 4000 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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 220
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A NORMAL PREFLT OF THE FLOAT PLANE WAS MADE WITH ONLY STRAW OF A BIRD NEST BEING REMOVED BEFORE FLT. TWO WITNESSES RPRTD THAT THE ACFT'S ENGS SEEMED TO BE RUNNING AT FULL POWER AS THE FLOAT PLANE WAS CLIMBING TO ALTITUDE OVER BIG MOOSE LAKE (WHERE THE OCCUPANTS OF THE ACFT HAD BEEN FISHING). ONE OF THE PASSENGERS (THE PLT'S 15 YR OLD SON) SAID THE ENG BEGAN TO LOSE POWER & THE PLT REVERSED COURSE IN AN ATMT TO LAND ON THE LAKE. HOWEVER, HE WAS UNABLE TO REACH THE LAKE & THE ACFT COLLIDED WITH TREES & SWAMPY TERRAIN DURING AN EMERGENCY LANDING. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE AIRCRAFT OR ENG WAS FOUND DURING THE INVESTIGATION. AFTER MINOR REPAIRS, THE ENG RAN NORMALLY DURING AN OPNL CHECK.

Brief of Accident (Continued)

File No. - 1378

6/15/89

ELY, MN

A/C Reg. No. N70466

Time (Lcl) - 1630 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CLIMB

Finding(s)
1. REASON FOR OCCURRENCE UNDETERMINED

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)

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

Finding(s)
3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
LOSS OF ENGINE POWER FOR AN UNDETERMINED 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. - 1252 6/19/89 INT'L FALLS, MN A/C Reg. No. N7310H Time (Lcl) - 1415 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 - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - AMPHIBIAN	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 - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	DRYDEN ONT,CD	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	INT'L FALLS
Wind Dir/Speed- 140/009 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6508/ 150
Lowest Sky/Clouds - 6500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3310
SE LAND, SE SEA	Months Since - 7	Make/Model- 1505
GLIDER	Aircraft Type - C-185	Instrument- 75
		Multi-Eng - 0
		Last 24 Hrs - 2
		Last 30 Days- 20
		Last 90 Days- 30
		Rotorcraft - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT WHILE LANDING HIS AMPHIBIOUS AIRCRAFT, DURING THE FLARE AND ROLL OUT, A STRONG GUST OF WIND CONTRIBUTED TO A LOSS OF CONTROL AND RESULTANT NOSE OVER.

Brief of Accident (Continued)

File No. - 1252

6/19/89

INT'L FALLS, MN

A/C Reg. No. N7310H

Time (Lcl) - 1415 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S INABILITY TO MAINTAIN AIRCRAFT CONTROL AFTER ENCOUNTERING A STRONG GUST OF WIND DURING THE LANDING
FLARE/TOUCHDOWN.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1210 6/28/89 EVELETH,MN A/C Reg. No. N9627G Time (Lcl) - 1045 CDT

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

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

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

Make/Model - CESSNA U206	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES-UNK/NR
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 - 300 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point EVELETH,MN	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		SKY HARBOR (SPB)
Basic Weather - VMC	ATC/Airspace	Runway Ident - 18
Wind Dir/Speed- 110/010 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 6500/ 500
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 2000 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WATER-CALM
Lowest Ceiling - NONE	TOUCH AND GO	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 24241
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 14
		Instrument- 290
		Last 30 Days- 32
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOK THE ACFT FOR A LOCAL FLIGHT TO INCLUDE LANDINGS ON ELY LAKE WITHOUT THE ASSISTANCE OF A FLT INSTRUCTOR. WITNESSES OBSVRD THE ACFT BOUNCE HARD DURING THE FIRST LANDING ATTEMPT. THEY FURTHER OBSERVED THE ACFT SETTLE RIGHT WING AND FLOAT LOW UNTIL IMPACTING THE WATER AGAIN. DURING THE SUBSEQUENT WATER IMPACT THE ACFT NOSED OVER INVERTED. THE PILOT HAD NOT MAINTAINED CURRENCY IN THE ACFT, WITH FLT RECORDS INDICATING NO SIMILAR FLT SINCE AUGUST, 1988. POST-IMPACT INSPECTION OF THE ACFT FAILED TO REVEAL ANY PRE-IMPACT FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1210

6/28/89

EVELETH,MN

A/C Reg. No. N9627G

Time (Lcl) - 1045 CDT

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

Finding(s)

1. TERRAIN CONDITION - WATER
2. FLARE - IMPROPER - PILOT IN COMMAND
3. LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
5. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER FLARE DURING THE WATER LANDING. THE PILOT'S LACK OF RECENT EXPERIENCE IN SEAPLANE OPERATIONS
AND THE LACK OF EXPERIENCE IN THE ACCIDENT AIRCRAFT CONTRIBUTED TO THE ACCIDENT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1335

7/02/89

WANNASKA, MN

A/C Reg. No. N9438J

Time (Lcl) - 2130 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire
NONE

Accident Occurred During -DESCENT

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

Make/Model - CESSNA T188C

Eng Make/Model - CONTINENTAL TSIO-520-T

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4400

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 310 HP

-----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 - DUSK

Itinerary

Last Departure Point

ROSEAU, MN

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 43

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS DISPENSING CHEMICALS FOR GRASSHOPPER CONTROL AT LATE DUSK. SUBSEQUENTLY, THE ACFT CRASHED IN A STEEP NOSE DOWN ATTITUDE IN A SWAMPY AREA. DURING IMPACT, THE NOSE & LEADING EDGES OF THE WINGS WERE CRUSHED AFT. THE FUSELAGE WAS SLIGHTLY BUCKLED ON THE LEFT SIDE, BUT THE EMPENNAGE WAS NOT DAMAGED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT.

Brief of Accident (Continued)

File No. - 1335

7/02/89

WANNASKA, MN

A/C Reg. No. N9438J

Time (Lcl) - 2130 CDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT-IN-COMMAND DID NOT MAINTAIN AIRSPEED, RESULTING IN AN INADVERTENT STALL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1248 9/04/89 CHANHASSEN,MN A/C Reg. No. N8068C Time (Lcl) - 2115 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-28-161	Eng Make/Model - LYCOMING 0-320-D3G	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 - 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	ST. CLOUD,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAKEVILLE,MN	Runway Ident - N/A
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 140
SE LAND	Months Since - 2	Make/Model- 60
	Aircraft Type - PA-38	Instrument- 6
		Last 24 Hrs - 3
		Last 30 Days- 75
		Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A NIGHT, CROSS COUNTRY FLIGHT, THE PILOT SAID THAT THE ENGINE FAILED. THE PILOT WAS ABLE TO MAKE AN EMERGENCY LANDING ON A HIGHWAY WITHOUT DAMAGE TO THE AIRCRAFT. WHILE THE PILOT AND PASSENGERS WERE IN THE FULLY STOPPED AIRCRAFT, IT WAS STRUCK BY A MOTOR VEHICLE, DAMAGING THE LEFT WING. POST ACCIDENT INVESTIGATION REVEALED A REAR CRANKSHAFT DOWELL PIN HAD SHEARED, CAUSING ALL REAR ENGINE DRIVEN ACCESSORIES AND THE CAMSHAFT TO CEASE OPERATION, RESULTING IN POWERPLANT FAILURE.

Brief of Accident (Continued)

File No. - 1248

9/04/89

CHANHASSEN,MN

A/C Reg. No. N8068C

Time (Lcl) - 2115 CDT

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

Finding(s)

1. ENGINE ASSEMBLY,OTHER - SHEARED
2. POWERPLANT - FAILURE,TOTAL
3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. EVACUATION - NOT PERFORMED - PILOT IN COMMAND
5. OBJECT - VEHICLE
6. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
ENGINE ASSEMBLY DOWELL PIN SHEARED CAUSING TOTAL POWERPLANT FAILURE AND INADEQUATE VISUAL LOOKOUT BY THE DRIVER OF
THE GROUND VEHICLE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1249

9/15/89

BARNESVILLE,MN

A/C Reg. No. N3610L

Time (Lcl) - 1700 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

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

Eng Make/Model - LYCOMING 0-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/016 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
WAPHETON,ND
Destination
BARNESVILLE,MN

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 - 31

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 250	Last 24 Hrs	- 1
Make/Model-	200	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	UNK/NR
Multi-Eng -	0	Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PILOT SAID THAT DURING A NORMAL, ENROUTE DESCENT FOR LANDING AT HIS DESTINATION AIRPORT, THE ENGINE LOST POWER. AN EMERGENCY LANDING WAS ATTEMPTED IN A PLOWED FARM FIELD. POST ACCIDENT INVESTIGATION REVEALED THE FUEL TANKS TO BE EMPTY OF USABLE FUEL.

Brief of Accident (Continued)

File No. - 1249

9/15/89

BARNESVILLE, MN

A/C Reg. No. N3610L

Time (Lcl) - 1700 CDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. 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)

3. TERRAIN CONDITION - NONE SUITABLE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO INSURE THAT THE AIRCRAFT CONTAINED AN ADEQUATE FUEL SUPPLY TO COMPLETE THE FLIGHT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1211 9/21/89 LITTLEFORK,MN A/C Reg. No. N132BA Time (Lcl) - 0845 CDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-BEMIDJI AIR SERVICE, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
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	- BEECH 80	Eng Make/Model	- LYCOMING IO-720-A1B	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 400 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	HIBBING, MN	
Completeness	Destination	Airport Data
Basic Weather	INTERN'L FALLS, MN	Runway Ident
Wind Dir/Speed		- N/A
Visibility	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	Type of Flight Plan	- N/A
Lowest Ceiling	Type of Clearance	- N/A
Obstructions to Vision	Type Apch/Lndg	Runway Surface
Precipitation		- N/A
Condition of Light		Runway Status

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current	Total	- 1270
SE LAND, ME LAND	Months Since	Make/Model	- 20
	Aircraft Type	Instrument	- 170
		Multi-Eng	- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT, DURING AN IFR CARGO OPERATION, THE AIRCRAFT HAD A TOTAL LOSS OF ELECTRICAL POWER. HE DESCENDED TO VFR FLIGHT CONDITIONS AND ELECTED TO ATTEMPT AN OFF-AIRPORT LANDING IN AN OPEN FIELD. HE WAS UNABLE TO EXTEND THE LANDING GEAR MANUALLY SO DECIDED TO LAND GEAR UP. THE ACFT SLID FOR CONSIDERABLE DISTANCE IN THE FIELD, THEN STRUCK A ROCK FENCE. POST ACCIDENT INVESTIGATION REVEALED A BROKEN WIRE ON AN ELECTRICAL CANNON PLUG, LOCATED ON THE RIGHT ENGINE FIREWALL, THAT HAD SHORTED OUT.

Brief of Accident (Continued)

File No. - 1211

9/21/89

LITTLEFORK, MN

A/C Reg. No. N132BA

Time (Lcl) - 0845 CDT

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

Finding(s)

1. ELECTRICAL SYSTEM - FAILURE, TOTAL
 2. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
 3. LANDING GEAR - NOT POSSIBLE - PILOT IN COMMAND
 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 GEAR NOT EXTENDED
Phase of Operation LANDING

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

Finding(s)

5. OBJECT - FENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
TOTAL FAILURE OF THE ELECTRICAL SYSTEM DURING IFR OPERATIONS & THE AIRCRAFT'S COLLISION WITH A ROCK FENCE DURING THE
SUBSEQUENT GEAR-UP PRECAUTIONARY LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1270 10/19/89 BROOTEN,MN A/C Reg. No. N7047X Time (Lcl) - 1045 CDT

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

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

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

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL 0-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----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	RENVILLE,MN	BROOTEN
Wind Dir/Speed- 190/006 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 60
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 538
SE LAND	Months Since - 4	Make/Model- 425
	Aircraft Type - C-150	Instrument- 45
		Last 24 Hrs - UNK/NR
		Last 30 Days- 2
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

WHILE HAND PROPPING HIS UNATTENDED AIRCRAFT, THE PILOT SAID HE FELT HE LEFT THE THROTTLE TOO FAR ADVANCED, AND WHEN IT STARTED, THE ACFT BEGAN TO ACCELERATE. HE ATTEMPTED TO RUN AROUND TO THE CABIN DOOR TO GAIN CONTROL, BUT WAS INJURED WHEN HE WAS STRUCK BY THE HORIZONTAL STABILIZER. THE ACFT CONTINUED ON AND STRUCK A AIRPORT FENCE.

Brief of Accident (Continued)

File No. - 1270

10/19/89

BROOTEN,MN

A/C Reg. No. N7047X

Time (Lcl) - 1045 CDT

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

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER - PILOT IN COMMAND
 2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
 3. OBJECT - FENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO USE PROPER STARTING PROCEDURES AND THE EXCESSIVE THROTTLE SETTING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1255 10/24/89 CALEDONIA,MN A/C Reg. No. N6FP Time (Lcl) - 1700 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 - PIERCE MP-2	Eng Make/Model - LYCOMING 0-320-BDATC	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 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	HOUSTON CO.
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 77
Lowest Sky/Clouds - 4800 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 3000
SE LAND	Months Since - UNK/NR	Make/Model- 86
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 6
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

DURING HIS SECOND TOUCH AND GO LANDING, THE PILOT SAID THE ACFT BOUNCED, THEN VEERED OFF THE RUNWAY. PARTIAL POWER WAS APPLIED AND THE ACFT BECAME AIRBORNE, AND SNAP ROLLED TO THE LEFT STRIKING THE LEFT WING ON THE TERRAIN.

Brief of Accident (Continued)

File No. - 1255

10/24/89

CALEDONIA, MN

A/C Reg. No. N6FP

Time (Lcl) - 1700 CDT

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOTS LOSS OF CONTROL DURING RECOVERY FROM BOUNCED LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1337 5/07/89 WEST PLAINS, MO A/C Reg. No. N1305 Time (Lcl) - 1134 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	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 -TAKEOFF					

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

Make/Model - GRIGG/BOWERS FLYBABY	Eng Make/Model - CONTINENTAL C-85-12F	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 925	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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WEST PLAINS, MO	Runway Ident - N/A
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR THIN BKN	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 993
SE LAND	Months Since - 9	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 920
		Instrument- 5
		Last 30 Days- 8
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD FLOWN ANOTHER ACFT FROM DIKE, IA TO JONESBORO, AR & HAD TRADED IT FOR N1305, WHICH HE WAS FLYING BACK TO DIKE. HE HAD PLANNED AN INTERMEDIATE STOP AT WEST PLAINS, MO. IN THE VICINITY OF WEST PLAINS, WITNESSES HEARD A POPPING SOUND FROM THE ENG. THE PLT LANDED IN A FLD OF KNEE HIGH GRASS NEAR WEST PLAINS. AFTER REPAIRING A REPORTED PROBLEM WITH A SCREW ON THE CARBURETOR, THE PLT ELECTED TO FLY THE ACFT OUT OF THE FIELD. HE INITIATED A TAKEOFF TO THE EAST ON SLIGHTLY RISING TERRAIN WITH A SLIGHT TAIL WIND. AFTER LIFT-OFF, THE ACFT GAINED LITTLE ALTITUDE BFR RCHG POWER LINES & ENTERED A SHARP TURN. IT THEN PITCHED DOWN & CRASHED. WITNESSES REPORTED THE WIND WAS GENTLE FM THE WEST, BUT MOVEMENT OF TREETOPS INDCD A STRONGER WIND ALOFT.

Brief of Accident (Continued)

File No. - 1337

5/07/89

WEST PLAINS, MO

A/C Reg. No. N1305

Time (Lcl) - 1134 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - RISING
3. TERRAIN CONDITION - GRASS
4. WEATHER CONDITION - TAILWIND
5. OBJECT - WIRE, TRANSMISSION
6. MANEUVER - ATTEMPTED - PILOT IN COMMAND
7. AIRSPEED - INADEQUATE - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PREFLIGHT PLANNING BY THE PILOT AND HIS FAILURE TO ATTAIN ADEQUATE AIRSPEED, WHICH RESULTED IN A STALL AS HE
WAS ATTEMPTING TO AVOID A POWER TRANSMISSION LINE. FACTORS RELATED TO THE ACCIDENT WERE: RISING TERRAIN, TALL GRASS,
TAILWIND, AND THE TRANSMISSION WIRES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1232 6/14/89 AUXVASSE,MO A/C Reg. No. N6579Z Time (Lcl) - 1135 CDT

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

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

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

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2B5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MEXICO,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 350/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - NONE	
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 - 601
SE LAND,ME LAND	Months Since - 6	Make/Model- 143
	Aircraft Type - PA-28	Instrument- 65
		Multi-Eng - 16
		Last 24 Hrs - UNK/NR
		Last 30 Days- 143
		Last 90 Days- 161
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A WITNESS OBSERVED THE AIRPLANE FLYING TO THE NORTHWEST, BANKING TO THE NORTHEAST BEFORE IT SUDDENLY WENT INTO A "TAILSPIN" AND CRASHED. THE WIND WAS OUT OF THE NORTHWEST AT 7 KNOTS. THE AIRPLANE WAS ENGAGED IN AN AERIAL APPLICATION OPERATION WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 1232

6/14/89

AUXVASSE,MO

A/C Reg. No. N6579Z

Time (Lcl) - 1135 CDT

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

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

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-IN-COMMAND'S FAILURE TO MAINTAIN ADEQUATE AIRSPEED, RESULTING IN AN INADVERTANT STALL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1209 7/04/89 EXCELSOR SPRGS,MO A/C Reg. No. N4175R Time (Lcl) - 0500 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 - 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	ON AIRPORT
Method - N/A	CHICAGO, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KANSAS CITY, MO	EXCELSIOR SPGS
Wind Dir/Speed- CALM		Runway Ident - 19
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 2005/ 50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - VFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 36	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6000
SE LAND, ME LAND	Months Since - 7	Make/Model- 58
	Aircraft Type - UNK/NR	Instrument- 1200
		Multi-Eng - 3500
		Last 24 Hrs - 3
		Last 30 Days- 100
		Last 90 Days- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD DEPARTED THE DUPAGE ARPT, CHICAGO, IL ENROUTE TO KANSAS CITY DTWN ARPT. DURING DESCENT FROM CRZ ALTITUDE THE PLT SAID OIL COVERED THE WINDSCREEN AND ENGINE POWER WAS LOST. THE PILOT ATTEMPTED A NIGHT FORCED LANDING AT AN AIRPORT LOCATED ABOUT 45 MILES NORTHEAST OF THE DESTINATION. DIRECTIONAL CONTROL OF THE ACFT WAS LOST DURING THE LANDING ROLL. THE ACFT CAREENED OFF THE HARD SURFACED RWY INTO ROUGH AND UNEVEN TERRAIN WHICH TORE A WING FROM ITS ATTACH POINT. POST ACCIDENT EXAM OF THE ACFT AND ITS RECORDS SHOWED THAT IT HAD NOT BEEN PROPERLY INSPECTED AND WAS NOT AIRWORTHY FOR THIS FLIGHT. THE ENGINE FAILED IN WHAT APPEARED TO BE A FAILURE INDICATIVE OF A CONNECTING ROD, ROD END OR ROD BOLT FAILURE WITH A RESULTANT HOLE IN THE ENGINE CASE.

Brief of Accident (Continued)

File No. - 1209

7/04/89

EXCELSOR SPRGS,MO

A/C Reg. No. N4175R

Time (Lcl) - 0500 CDT

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

Finding(s)

1. POWERPLANT - FAILURE, TOTAL
2. MAINTENANCE, INSPECTION OF AIRCRAFT - NOT PERFORMED -

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. VISUAL LOOKOUT - RESTRICTED - PILOT IN COMMAND
6. LIGHT CONDITION - DARK NIGHT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE CATASTROPHIC FAILURE OF THE AIRCRAFT ENGINE AND THE PILOTS FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE
AIRCRAFT DURING THE LANDING ROLL. IMPROPER MAINTENANCE, THE DARK NIGHT CONDITIONS, AND RESTRICTED VISIBILITY DUE
TO OIL ON THE WINDSCREEN WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1212 7/25/89 HARVIELL,MO A/C Reg. No. N48426 Time (Lcl) - 1815 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	1	0
				0	0	0	0

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

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R-1340-AN1	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 600 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP	
Method	- N/A	HARVIELL,MO			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL			
Wind Dir/Speed	- 120/008 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- N/A	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- 3500 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 - 65	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 23300	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 2	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 - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER LIFTOFF, THE ACFT EXPERIENCED A PARTIAL LOSS OF ENGINE POWER & A FORCED LANDING WAS PERFORMED. THE ACFT TOUCHED DOWN ABOUT 300 FEET FROM THE DEPARTURE END OF THE RUNWAY, THEN COLLIDED WITH A DITCH AND NOSED OVER. POST ACCIDENT INVESTIGATION REVEALED SEVERAL SMALL MELTED BALLS OF SOLDER IN THE CARBURETOR, RESTRICTING THE FUEL FLOW. THE ENGINE HAD BEEN PREVIOUSLY INVOLVED IN A CARBURETOR INTAKE FIRE WHICH MAY HAVE CAUSED THE SOLDER TO MELT.

Brief of Accident (Continued)

File No. - 1212

7/25/89

HARVIELL,MO

A/C Reg. No. N48426

Time (Lcl) - 1815 CDT

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

Finding(s)

1. FUEL SYSTEM,FUEL QUANTITY FLOAT/SENSOR - FOREIGN OBJECT
2. MAINTENANCE,INSPECTION OF AIRCRAFT - IMPROPER -

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - DITCH
4. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S INABILITY TO AVOID UNSUITABLE TERRAIN DURING THE LANDING ROLL AFTER A FORCED LANDING. THE FORCED LANDING
WAS MADE NECESSARY BY A LOSS OF ENGINE POWER CAUSED BY A FOREIGN OBJECT RESTRICTING THE FUEL SYSTEM.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1250 8/14/89 ST. CLAIR,MO A/C Reg. No. N7136B Time (Lcl) - 0700 CDT

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

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

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING 0-320-A1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ST. CLAIR,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FAIRBANKS,AK	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 35
Visibility - 4.000 SM	Type of Flight Plan - VFR	Runway lth/Wid - 2600/ 50
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3112
SE LAND,ME LAND	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - C-210	Make/Model- 28
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 82
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO TAKEOFF FROM A PVT GRASS STRIP OF ABOUT 2000 FEET IN LENGTH, THE ACFT WAS UNABLE TO ESTABLISH A POSITIVE CLIMB, AND SETTLED BACK TO THE TERRAIN. THE FINAL DESTINATION WAS TO BE FAIRBANKS, ALASKA, FOR A HUNTING TRIP. THE ACFT WAS LOADED WITH BAGGAGE, HUNTING GEAR, FIREARMS, PILOT AND TWO ADULT PASSENGERS. THE ACFT HAD BEEN CONVERTED TO A TAIL WHEEL CONFIGURATION AND IN ADDITION WAS EQUIPPED WITH LARGE, OVERSIZE, "TUNDRA TYPE" TIRES. POST ACCIDENT INVESTIGATION REVEALED NO MECHANICAL OR FUEL SUPPLY MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 1250

8/14/89

ST. CLAIR, MO

A/C Reg. No. N7136B

Time (Lcl) - 0700 CDT

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

Finding(s)

1. TERRAIN CONDITION - GRASS
 2. CLIMB - NOT ATTAINED - PILOT IN COMMAND
 3. AIRCRAFT WEIGHT AND BALANCE - MISJUDGED - PILOT IN COMMAND
 4. STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S INABILITY TO ESTABLISH A POSITIVE RATE OF CLIMB DUE TO THE MISJUDGED WEIGHT AND BALANCE CALCULATIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1278 10/01/89 MOUNTAIN VIEW, MO A/C Reg. No. N3106V Time (Lcl) - 1450 CDT

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

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

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

Make/Model - BEECH 35	Eng Make/Model - CONTINENTAL E-185-1	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 185 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	MOUNTAIN VIEW
Wind Dir/Speed- 250/003 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 60
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1600 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	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 - 5	Last 24 Hrs - 1
	Aircraft Type - 17-30A	Make/Model- 87
		Instrument- 4
		Last 30 Days- 8
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT SHORTLY AFTER TAKEOFF, THE ENGINE FAILED. HE HAD ALREADY RETRACTED THE LANDING GEAR, AND ATTEMPTED A GEAR-UP LANDING ON THE REMAINING AVAILABLE RUNWAY. THE ACFT SLID ABOUT 300 FEET ON THE REMAINING RUNWAY, THEN AN ADDITIONAL 100 FEET ON THE MAINTAINED GRASS OVERRUN. POST ACCIDENT INVESTIGATION FAILED TO DETERMINE THE CAUSE OF THE ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 1278

10/01/89

MOUNTAIN VIEW, MO

A/C Reg. No. N3106V

Time (Lcl) - 1450 CDT

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

Finding(s)

1. REASON FOR OCCURRENCE UNDETERMINED
 2. GEAR RETRACTION - PREMATURE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR NOT EXTENDED
Phase of Operation LANDING

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:
LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. PREMATURE RETRACTION OF THE LANDING GEAR BY THE PILOT WAS A
CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1276 10/02/89 GAINESVILLE,MO A/C Reg. No. N6569V Time (Lcl) - 2015 CDT

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

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

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

Make/Model - BELLANCA 17-30	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SPRINGFIELD,MO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	GAINESVILLE,MO	B-J RANCH
Wind Dir/Speed- 360/004 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4600/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 56	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2800
SE LAND	Months Since - UNK/NR	Make/Model- 15
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A DARK NIGHT LANDING ATTEMPT ON A LIGHTED PRIVATE, SOD STRIP, THE PILOT SAID THAT HE FIRST MADE A LOW PASS TO CHECK FOR POSSIBLE DEER ON THE RUNWAY. RETURNING FOR LANDING HE SAID HE ENCOUNTERED TURBULENCE ON FINAL APPROACH AND APPLIED POWER FOR A GO-AROUND. THE ACFT DRIFTED TO THE LEFT AND COLLIDED WITH BORDERING TREES. THE PILOT ESTIMATED THE RIGHT CROSSWIND TO BE 5 TO 10 KNOTS.

Brief of Accident (Continued)

File No. - 1276

10/02/89

GAINESVILLE,MO

A/C Reg. No. N6569V

Time (Lcl) - 2015 CDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. GO-AROUND - INITIATED - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 4. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO COMPENSATE FOR WIND CONDITIONS AND TO MAINTAIN RUNWAY ALIGNMENT DURING THE LANDING APPROACH.
CONTRIBUTING TO THE ACCIDENT WAS THE TURBULENT CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1272 10/06/89 JEFFERSON CITY,MO A/C Reg. No. N8222F Time (Lcl) - 0645 CDT

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

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

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

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING 0-320-D36	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2325	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	Last Departure Point	ON AIRPORT	
Method	JEFFERSON CITY,MO		
Completeness	Destination	Airport Data	
Basic Weather	MATTOON,IL	JEFFERSON CITY	
Wind Dir/Speed		Runway Ident	- 12
Visibility		Runway Lth/Wid	- 6000/ 100
Lowest Sky/Clouds		Runway Surface	- ASPHALT
Lowest Ceiling		Runway Status	- WET
Obstructions to Vision			
Precipitation			
Condition of Light			

-----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	- 362	Last 24 Hrs - 0
SE LAND	Months Since	Make/Model-	Last 30 Days- 7
	Aircraft Type	Instrument-	Last 90 Days- 16
		Multi-Eng -	Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING FROM PARKING TO THE ACTIVE RUNWAY IN PREPARATION FOR AN IFR FLIGHT, THE PILOT SAID THAT HE FAILED TO NOTICE A SECURED, UNOCCUPIED AIRCRAFT TIED DOWN IN TRANSIENT PARKING, AND COLLIDED WITH IT. LIGHT CONDITIONS WERE A DARK NIGHT WITH LIGHT TO MODERATE RAINFALL. DAMAGE OCCURRED TO THE WING AND PROPELLER OF THE MOVING AIRCRAFT.

Brief of Accident (Continued)

File No. - 1272

10/06/89

JEFFERSON CITY, MO

A/C Reg. No. N8222F

Time (Lcl) - 0645 CDT

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - RAIN
4. VISUAL LOOKOUT - INADEQUATE - 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 IN COMMAND. CONTRIBUTING FACTORS WERE THE DARK NIGHT & RAINY WEATHER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1265 11/10/89 CAPE GIRARDEAU,MO A/C Reg. No. N47446 Time (Lcl) - 1410 CST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING 0-235-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	OFF AIRPORT/STRIP
Method - N/A	EVANSVILLE,IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CAPE GIRARDEAU,MO	
Wind Dir/Speed- 330/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 8000 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 - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 20000
SE LAND,ME LAND	Months Since - 11	Make/Model- 1500
	Aircraft Type - PA-44	Instrument- 150
		Multi-Eng - 180
		Last 24 Hrs - 4
		Last 30 Days- 80
		Last 90 Days- 240

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THAT THE ENGINE QUIT ABOUT 4 MILES FROM THE DESTINATION AIRPORT. AN EMERGENCY LANDING WAS ATTEMPTED WHICH RESULTED IN A COLLISION WITH TREES, A FENCE, THEN A NOSE OVER. POST ACCIDENT INSPECTION REVEALED THE LOSS OF POWER WAS A RESULT OF FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 1265

11/10/89

CAPE GIRARDEAU, MO

A/C Reg. No. N47446

Time (Lcl) - 1410 CST

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

Finding(s)

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

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

Finding(s)

4. OBJECT - TREE(S)
 5. OBJECT - FENCE
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
POOR PLANNING BY THE PILOT IN NOT REFUELING ENROUTE WHICH RESULTED IN FUEL EXHAUSTION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1264 11/24/89 ST. LOUIS,MO A/C Reg. No. N52158 Time (Lcl) - 1020 CST

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL 0-470-S	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LEE'S SUMMIT,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SPIRIT OF ST LOUIS
Wind Dir/Speed- 200/009 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 12.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 7000/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1569
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - C-180	Make/Model- 717
		Instrument- 156
		Multi-Eng - 20
		Last 30 Days- 10
		Last 90 Days- 27
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING ON RUNWAY 26, DURING GUSTY CROSS-WIND CONDITIONS, THE AIRCRAFT SWERVED CAUSING THE RIGHT MAIN GEAR TO COLLAPSE. THIS RESULTED IN ADDITIONAL DAMAGE TO THE RIGHT WING AND PROPELLER. THE LOCAL ATIS REPORTED SURFACE WINDS TO BE FROM 210 DEGREES AT 16 GUSTING TO 21 KNOTS AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1264

11/24/89

ST. LOUIS, MO

A/C Reg. No. N52158

Time (Lcl) - 1020 CST

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

Finding(s)

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO ADEQUATELY COMPENSATE FOR THE WIND. THE GUSTY, CROSSWIND CONDITION IS CONSIDERED A CONTRIBUTING
FACTOR TO THE ACCIDENT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1263 11/30/89 CREVE COEUR, MO A/C Reg. No. N106SC Time (Lcl) - 1620 CST

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

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

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

Make/Model - SAINT LOUIS YPT-15	Eng Make/Model - WRIGHT R-975-32	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CREVE COEUR
Wind Dir/Speed- 260/007 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3020/ 175
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 271
SE LAND	Months Since - 21	Make/Model- 12
	Aircraft Type - C-140	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 7
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT HE LOST DIRECTIONAL CONTROL DURING THE LANDING ROLL AND GROUND LOOPED THE TAIL WHEEL CONFIGURED BI-PLANE. THE LEFT WING DUG INTO THE GROUND AND THE AIRCRAFT CAME TO REST, NOSE DOWN. THE PILOT SAID THAT HE WAS LANDING DIRECTLY INTO THE SUN AND MAY HAVE HAD VISUAL PROBLEMS.

Brief of Accident (Continued)

File No. - 1263

11/30/89

CREVE COEUR,MO

A/C Reg. No. N106SC

Time (Lcl) - 1620 CST

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
 2. VISUAL LOOKOUT - RESTRICTED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE. CONTRIBUTING TO THE ACCIDENT WAS THE SUN GLARE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1236 8/20/89 COLUMBUS,MS A/C Reg. No. N757WX Time (Lcl) - 1700 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	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	1	0
Accident Occurred During -LANDING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FAYETTE,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	COLUMBUS LOWNDES COUNTY
Wind Dir/Speed- 240/003 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 100
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 30000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 318
SE LAND	Months Since - 5	Make/Model- 115
	Aircraft Type - PA-28	Instrument- 121
		Last 24 Hrs - 2
		Last 30 Days- 13
		Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL APCH, THE ACFT TOUCHED DOWN SHORT OF THE RWY, TRAVELLED ONTO IT, THEN WAS DESTROYED BY POSTCRASH FIRE. THE PLT STATED THAT THE ENG OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 1236

8/20/89

COLUMBUS, MS

A/C Reg. No. N757WX

Time (Lcl) - 1700 CDT

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

Finding(s)
1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 FIRE/EXPLOSION
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO ATTAIN THE PROPER TOUCHDOWN POINT DURING LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1362

8/25/89

EDWARDS,MS

A/C Reg. No. N53327

Time (Lcl) - 0830 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - CESSNA A188B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3300

No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 250/004 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 26

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - PA-25

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 810

Make/Model- 501

Instrument- 3

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MANEUVERING DURING AN AERIAL APPLICATION FLT, THE ENG LOST POWER DUE TO LACK OF FUEL. AN EMERGENCY LANDING WAS MADE, BUT BEFORE STOPPING, THE ACFT TRAVELED INTO A DEPRESSION, WHICH RESULTED IN SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1362

8/25/89

EDWARDS,MS

A/C Reg. No. N53327

Time (Lcl) - 0830 CDT

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

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 MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE PREFLIGHT BY THE PILOT, WHICH RESULTED IN FUEL EXHAUSTION, DUE TO AN INADEQUATE SUPPLY OF
FUEL. ROUGH TERRAIN IN THE EMERGENCY LANDING AREA WAS A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1361 8/27/89 MADISON,MS A/C Reg. No. N5215E Time (Lcl) - 1015 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	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 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	BRUCE CAMPBELL
Wind Dir/Speed- 340/004 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4240/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 39
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 2
		Instrument- 0
		Last 30 Days- 3
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPRTD THAT DRG A TOUCH-&-GO LANDING, THE ACFT TOUCHED DOWN HARD, BOUNCED, THEN PORPOISED 3 TIMES. ON THE 3RD TOUCHDOWN, THE PROP CONTACTED THE RWY. THE ACFT THEN VEERED OFF THE RWY & CAME TO REST WITH SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1361

8/27/89

MADISON,MS

A/C Reg. No. N5215E

Time (Lcl) - 1015 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 - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER FLARE AND IMPROPER RECOVERY FROM A BOUNCED LANDING, WHICH RESULTED IN PORPOISING
OF THE AIRCRAFT AND AN UNCONTROLLED GROUND SWERVE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1359 9/03/89 BOONEVILLE, MS A/C Reg. No. N3724A Time (Lcl) - 1700 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 -TAKEOFF			0	0	1	0
			0	1	1	0

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

Make/Model - PIPER PA-22-135	Eng Make/Model - CONTINENTAL O-290-D2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 135 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	CAMPBELL, MO	BOONEVILLE-BALDWIN
Wind Dir/Speed- 020/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2000
SE LAND, ME LAND	Months Since - 8	Last 24 Hrs - 1
	Aircraft Type - PA22135	Make/Model- 250
		Instrument- UNK/NR
		Multi-Eng - 10
		Last 30 Days- 4
		Last 90 Days- 6
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE PLT NOTED THAT THE ENG RPM HAD DROPPED FROM 2400 TO 2100. UNABLE TO MAINTAIN ALT, HE MADE A LEFT TURN TO CLEAR TREES. WHILE ATTEMPTING TO LAND IN A FIELD, THE ACFT COLLIDED WITH TREES & CRASHED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DURING A POST-ACDNT EXAM OF THE ACFT & ENG. THE PLT DID NOT APPLY CARB HEAT AFTER THE LOSS OF PWR; HOWEVER, HE ESTIMATED THE TEMP & DEW POINT WERE 80 & 30 DEG, WHICH WOULD NOT HAVE BEEN CONDUCTIVE TO CARB ICE.

Brief of Accident (Continued)

File No. - 1359

9/03/89

BOONEVILLE, MS

A/C Reg. No. N3724A

Time (Lcl) - 1700 CDT

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

Finding(s)
1. REASON FOR OCCURRENCE UNDETERMINED

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

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

Finding(s)
2. 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:
LOSS OF ENGINE POWER FOR AN UNKNOWN REASON. TREES IN THE EMERGENCY LANDING AREA WERE A FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1373 9/21/89 LEXINGTON,MS A/C Reg. No. N9318F Time (Lcl) - 1800 CDT

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

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

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

Make/Model - HUGHES 269B	Eng Make/Model - LYCOMING HIO-360-A1A	ELT Installed/Activated - UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	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	LEXINGTON,MS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 360/005 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 - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - UNK/NR	Total - 4000
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
HELICOPTER	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-----

DURING FLT, THE HELICOPTER PLT NOTED THAT THE MAIN ROTOR RPM BEGAN DECREASING & THE ENG RPM BEGAN INCREASING. HE INITIATED AN AUTOROTATION, BUT THE HELICOPTER LANDED IN TREES & WAS DAMAGED. AN EXAM REVEALED A BOLT LUG ON THE END OF THE LINEAR ACTUATOR (THAT ENGAGED THE BELT DRIVE) HAD FAILED FROM FATIGUE.

Brief of Accident (Continued)

File No. - 1373

9/21/89

LEXINGTON, MS

A/C Reg. No. N9318F

Time (Lcl) - 1800 CDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM, ENGINE TO TRANSMISSION DRIVE - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

3. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FATIGUE FAILURE OF THE LINEAR ACTUATOR LUG. A RELATED FACTOR WAS: TREES IN THE EMERGENCY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1292 7/03/89 RED LODGE, MT A/C Reg. No. N4391A Time (Lcl) - 1300 MDT

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

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

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

Make/Model - PIPER PA-28RT-201T	Eng Make/Model - CONTINENTAL TSIO-360-FB9	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SPOKANE, WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RED LODGE
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 355
SE LAND	Months Since - 16	Last 24 Hrs - 3
	Aircraft Type - PA-28	Make/Model- 66
		Instrument- 125
		Last 30 Days- 13
		Last 90 Days- 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PRIVATE PLT AND HIS WIFE WERE MAKING A X-COUNTRY FLT. THE PLT SELECTED RWY 16, A 4,000 X 75 FT, ASPHALT RWY, WITH WINDS HE ESTIMATED AS FROM 150 DEG AT 5 KTS. THE PLT REPORTED THAT DURING LANDING ROLL, A WIND GUST HE ESTIMATED FROM 260 DEG AT 30 KTS, PUSHED THE ACFT LEFT AND RAISED THE NOSE. HE SAID HE HAD LITTLE CONTROL OF THE ACFT. THE PLT SAID HE CORRECTED TO THE RIGHT AND ATTEMPTED TO GO AROUND BY ADDING FULL POWER. ACCORDING TO WITNESSES, THE ACFT BECAME AIRBORNE AND FLEW AT 10 FT AGL, GRADUALLY LOSING ALTITUDE UNTIL IT STRUCK A 3 FT HIGH BANK AND SLID INTO A WATER FILLED IRRIGATION DITCH. THE ACFT CAME TO REST ABOUT 1,000 FEET WEST OF THE RWY. SEVERAL WITNESSES CONFIRMED THAT THE WIND HAD GUSTED SUDDENLY DURING THE ATTEMPTED LANDING.

Brief of Accident (Continued)

File No. - 1292

7/03/89

RED LODGE, MT

A/C Reg. No. N4391A

Time (Lcl) - 1300 MDT

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
 4. TERRAIN CONDITION - WATER
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE COMPENSATION FOR THE WIND CONDITIONS DURING LANDING ROLL, RESULTING IN A LOSS OF CONTROL. CONTRIBUTING
TO THE ACCIDENT WAS THE GUSTY WIND CONDITION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1340 8/07/89 EKALAKA,MT A/C Reg. No. N1322A Time (Lcl) - 1230 MDT

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

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

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

Make/Model - PIPER PA-18-125	Eng Make/Model - LYCOMING O-290-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 125 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EKALAKA,MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RANCH STRIP
Wind Dir/Speed- 135/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - 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 - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 3885
SE LAND, ME LAND	Months Since - 14	Make/Model- 2400
	Aircraft Type - PA-18	Instrument- 84
		Multi-Eng - 123
		Last 24 Hrs - 0
		Last 30 Days- 27
		Last 90 Days- 47

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT/RANCHER WAS FLYING TO A NEARBY RANCH FOR PARTS. HE SAID HE LANDED DOWNHILL INTO WINDS THAT HE ESTIMATED WERE FROM 135 DEG AT 10 KTS. HE REPORTED THAT HE OVERSHOT HIS POINT OF INTENDED LANDING AND OVERRAN THE LANDING STRIP (A ROAD). HE SAID THE LEFT WING STRUCK A GATE POST AND DAMAGED THE SPAR.

Brief of Accident (Continued)

File No. - 1340

8/07/89

EKALAKA,MT

A/C Reg. No. N1322A

Time (Lcl) - 1230 MDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - DOWNHILL
 2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - FENCE POST
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
MISJUDGEMENT OF THE PROPER TOUCHDOWN POINT BY THE PILOT, WHICH RESULTED IN AN OVERRUN OF THE LANDING AREA AND COLLISION
WITH A POST. THE DOWNHILL TERRAIN CONDITION AND LOCATION OF THE FENCE POST WERE RELATED FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1375 3/26/89 COINJOCK, NC A/C Reg. No. N39187 Time (Lcl) - 2105 EST

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

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

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

Make/Model - MBB BK-117-A-3	Eng Make/Model - LYCOMING LTS-101-650	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 7056	Engine Type - TURBOSHAFT	
No. of Seats - 6	Rated Power - 650 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	NORFOLK, VA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	MANTEO, NC	
Wind Dir/Speed-	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 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 - NIGHT (DARK)		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8134
SE LAND	Months Since - 9	Make/Model- 658
HELICOPTER	Aircraft Type - BK-119	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 19
		Rotorcraft - 5306

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT WAS RETURNING TO HOMEBASE ALONG A NORMALLY TRAVELED ROUTE, WHEN THE HELICOPTER COLLIDED WITH A NEWLY CONSTRUCTED ANTENNA FOR A CELLULAR PHONE OPN. THIS TOWER HAD BEEN COMPLETED ON THE SAME DAY AS THE ACDNT. ACCORDING TO THE FIELD SUPERVISOR, THE LAST 100 FT SECTION OF THE 240 FT TOWER WAS COMPLETED NEAR SUNSET & THERE WAS NOT ENOUGH TIME TO COMPLETE THE ELECTRICAL CONNECTION TO THE INSTALLED BEACON. THE SUPERVISOR FAILED TO ADVISE FLIGHT SERVICE OF THE TOWER HEIGHT & THAT THE BEACON WAS NOT IN OPN. A WRECKAGE EXAM INDICATED THAT THE HELICOPTER ROTOR SYSTEM COLLIDED WITH THE TOWER ABOUT 15 FT FROM THE TOP. ACCORDING TO ANOTHER PLT AT THE COUNTY'S FLT OPN, MOST FLTS WERE FLOWN BETWEEN 100 & 500 FT AGL.

Brief of Accident (Continued)

File No. - 1375

3/26/89

COINJOCK, NC

A/C Reg. No. N39187

Time (Lcl) - 2105 EST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. OBJECT - TOWER, UNMARKED
 3. REMEDIAL ACTION - NOT PERFORMED - OTHER PERSON
 4. INFORMATION - NOT ISSUED - OTHER 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:
FAILURE OF THE CELLULAR COMPANY TO PROPERLY INSTALL AN OPERATIONAL LIGHTING SYSTEM ON A NEWLY CONSTRUCTED TRANSMISSION
TOWER. DARKNESS AND THE COMPANY'S FAILURE TO NOTIFY FLIGHT SERVICE OF THE UNLIGHTED TOWER WERE RELATED FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1385	6/11/89	GARNER, NC	A/C Reg. No. N37141	Time (Lcl) - 0717 EDT
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-----Basic Information-----

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KNIGHTDALE, NC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 010/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate -	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 551	Last 24 Hrs - 2
	Months Since - 23	Make/Model- 292	Last 30 Days- 9
FREE BALLOON	Aircraft Type - BW-FF8B	Instrument- 0	Last 90 Days- 17
		Multi-Eng - 0	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF A BALLOON, N37141, TOOK OFF FROM A SOCCER FLD WITH 2 PSGRS. AFTER TAKEOFF, THE BALLOON REMAINED AT LOW ALT. ANOTHER PLT, WHO TOOK OFF FROM THE SAME FLD ABT 10 MIN LATER, SAID THE WIND WAS INITIALLY FROM THE NE. AT 500 FT, THE REPORTED WIND WAS FROM THE NW, AND AT 1000 TO 2000 FT, IT SHIFTED BACK TO THE EAST. THE BALLOON WAS SEEN CROSSING A HIGHWAY ON A SW HEADING ABOUT 1 MI FM A TV TOWER THAT WAS 2000 FT TALL. SUBSEQUENTLY, IT COLLIDED WITH SUPPORTING CABLES FROM THE TOWER. ONE WITNESS RPRTD THE BURNER WAS IN OPN JUST BEFORE IMPACT. THE BALLOON'S ENVELOPE THEN COLLAPSED AND STREAMERED, AND THE BALLOON DESCENDED RAPIDLY TO THE GND. AN EXAM OF THE ENVELOPE SHOWED THAT IT HAD BEEN TORN BY THE TOWER SUPPORT CABLES.

Brief of Accident (Continued)

File No. - 1385

6/11/89

GARNER, NC

A/C Reg. No. N37141

Time (Lcl) - 0717 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. OBJECT - ELECTRICAL TOWER
 3. CLIMB - DELAYED - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER PLANNING/DECISION BY THE PILOT, AND HIS DELAY IN INITIATING A CLIMB AS THE BALLOON CONVERGED ON THE TV TOWER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1364 8/06/89 VALLEY CITY,ND A/C Reg. No. N188TV Time (Lcl) - 1430 CDT

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

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

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

Make/Model - CESSNA 188A	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VALLEY CITY,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 010/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 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 - 64	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE WIRES OF A LARGE POWER LINE AT THE COMPLETION OF A SWATH RUN. THE COLLISION OCCURRED AT AN ALT OF ABOUT 35 FT AGL. AFTER THE COLLISION, THE ACFT ROLLED INVERTED & IMPACTED THE GND ABOUT 270 FT BEYOND THE POWER LINE. THE PLT'S PREV APPLICATION FOR A MED CERT HAD BEEN DENIED.

Brief of Accident (Continued)

File No. - 1364

8/06/89

VALLEY CITY, ND

A/C Reg. No. N188TV

Time (Lcl) - 1430 CDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE VISUAL LOOKOUT BY THE PILOT. THE POWER LINE WAS A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1247 9/30/89 NORTH OMAHA, NE A/C Reg. No. N5303Z Time (Lcl) - 1415 CDT

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

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

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

Make/Model - PIPER PA-22-108	Eng Make/Model - LYCOMING 0-235-C1B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	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	WAHOO, NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 170/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 135
SE LAND	Months Since - 2	Make/Model- 70
	Aircraft Type - UNK/NR	Instrument- 2
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE NEWLY CERTIFICATED PVT PILOT SAID THAT HE HAD PRACTICED A SIMULATED FORCED LDG ON A FRIEND'S FARM FIELD. AFTER LDG, SEVERAL ATTEMPTS TO TAKEOFF WERE ABORTED AS IT APPEARED HE WOULD BE UNABLE TO CLEAR OBSTACLES AT THE END OF THE FIELD. A DIFFERENT PATH WAS CHOSEN ON THE LAST ATTEMPT, AND DURING THE TAKEOFF ROLL, THE LEFT MAIN GEAR HIT AN OBJECT PITCHING THE ACFT TO THE LEFT, COLLAPSING THE NOSE GEAR, AND THE ACFT NOSED OVER. THE PLT SAID THAT THE TERRAIN WAS SOFT, BUT DRY AND ROUGH.

Brief of Accident (Continued)

File No. - 1247

9/30/89

NORTH OMAHA, NE

A/C Reg. No. N5303Z

Time (Lcl) - 1415 CDT

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

Finding(s)

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

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S SELECTION OF UNSUITABLE TERRAIN ON WHICH TO MAKE A SIMULATED FORCED LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1273 10/19/89 OMAHA, NE A/C Reg. No. N5336R Time (Lcl) - 0930 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	EAGLE FIELD
Wind Dir/Speed- 350/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2800
SE LAND, ME LAND	Months Since - 11	Make/Model- 700
	Aircraft Type - B-19	Instrument- 180
		Multi-Eng - 20
		Last 24 Hrs - 7
		Last 30 Days- 40
		Last 90 Days- 226

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT SAID THAT WHILE ON FINAL APPROACH FOR LANDING, THE ENGINE FAILED TO RESPOND TO THROTTLE INPUTS. UNABLE TO REACH THE AIRPORT, AN EMERGENCY LANDING WAS ATTEMPTED IN A SOY BEAN FIELD WHERE THE AIRCRAFT COLLIDED WITH A FENCE. POST ACCIDENT INVESTIGATION REVEALED THE THROTTLE CABLE ASSEMBLY HAD FAILED.

Brief of Accident (Continued)

File No. - 1273

10/19/89

OMAHA, NE

A/C Reg. No. N5336R

Time (Lcl) - 0930 CDT

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

Finding(s)

1. THROTTLE/POWER LEVER, CABLE - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - FENCE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE THROTTLE CABLE ASSEMBLY WHICH RESULTED IN A FORCED LANDING AND SUBSEQUENT COLLISION WITH A FENCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1336 12/28/89 NORFOLK, NE A/C Reg. No. N8157R Time (Lcl) - 1945 CST

-----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
					3

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

Make/Model - PIPER PA-32-301	Eng Make/Model - LYCOMING IO-540-K1G5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ROCKFORD, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	NORFOLK, NE	
Wind Dir/Speed- 340/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 273
SE LAND	Months Since - 8	Last 24 Hrs - 5
	Aircraft Type - PA-28	Make/Model- 9
		Last 30 Days- 6
		Instrument- UNK/NR
		Last 90 Days- 42
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE PLT ENCTR'D HEADWINDS, BUT HE THOUGHT HE HAD SUFFICIENT FUEL FOR THE FLT. HOWEVER, DURING A VOR APCH TO LAND AT NIGHT, HE ENCTR'D LOW CLOUDS & WAS UNABLE TO SEE THE AIRPORT AT THE MISSED APCH POINT (MAP). HE EXECUTED A MISSED APCH & CONTACTED MINNEAPOLIS CENTER "FOR ALTERNATE AIRPORT WITH ILS OR KNOWN VFR CONDITIONS DUE TO FUEL CONCERN." VECTORS WERE PROVIDED, BUT HIS FUEL WAS EXHAUSTED BEFORE REACHING A SUITABLE AIRPORT. SUBSEQUENTLY, AN EMERGENCY LANDING WAS MADE IN A CATTLE FEED LOT. BEFORE STOPPING, THE ACFT HIT A FEED TROUGH & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1336

12/28/89

NORFOLK, NE

A/C Reg. No. N8157R

Time (Lcl) - 1945 CST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
 5. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
-

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

Finding(s)

6. FLUID, FUEL - EXHAUSTION
 7. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 8. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

9. LIGHT CONDITION - DARK NIGHT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT AND HIS DELAY IN DIVERTING TO AN ALTERNATE AIRPORT,
WHICH RESULTED IN FUEL EXHAUSTION DUE TO AN INADEQUATE SUPPLY OF FUEL. FACTORS RELATED TO THE ACCIDENT
WERE: THE ADVERSE WEATHER CONDITIONS, THE PILOT'S LACK OF FAMILIARITY WITH THE AIRCRAFT, AND DARK NIGHT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1311 8/31/89 WOLFEBORO, NH A/C Reg. No. N21353 Time (Lcl) - 1130 EDT

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

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

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

Make/Model - PIPER PA-32RT-300T	Eng Make/Model - LYCOMING TIO-540-S1AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	LACONIA, NH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAKES REGION
Wind Dir/Speed- 300/015 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2030/ 50
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 141
SE LAND	Months Since - UNK/NR	Make/Model- 13
	Aircraft Type - UNK/NR	Instrument- 25
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN APCH TO LAND ON RWY 30, THE OWNER/PIC INITIATED A SHORT FIELD LANDING. THE WIND WAS REPORTED TO BE FROM 300 DEG AT 15 GUSTING 25 KTS. ACCORDING TO THE OWNER, THE AIRCRAFT ENCOUNTERED WIND SHEAR ON FINAL APCH & STARTED TO SETTLE. POWER WAS ADDED, BUT THE AIRCRAFT CONTINUED TO DESCEND. SUBSEQUENTLY, IT ROLLED TO THE LEFT AS THE LEFT WING HIT TREE TOPS, THEN IT NOSED OVER & IMPACTED THE GROUND. THE OWNER'S INSTRUCTOR PILOT (CFI) WAS ABOARD, BUT THE OWNER WAS CONSIDERED TO BE THE PIC ON THIS FLT.

Brief of Accident (Continued)

File No. - 1311

8/31/89

WOLFEBORO, NH

A/C Reg. No. N21353

Time (Lcl) - 1130 EDT

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

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. REMEDIAL ACTION - NOT ATTAINED - OTHER CREW MEMBER
 5. OBJECT - TREE(S)
 6. 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:
INADEQUATE COMPENSATION FOR WIND CONDITIONS BY THE OWNER/PILOT-IN-COMMAND (PIC), HIS FAILURE TO MAINTAIN PROPER ALTITUDE
ON THE APPROACH, AND FAILURE OF THE OTHER PILOT (OWNER'S INSTRUCTOR PILOT) TO TAKE REMEDIAL ACTION. FACTORS RELATED TO
THE ACCIDENT WERE: THE ADVERSE WIND CONDITIONS AND TREES NEAR THE APPROACH END OF THE RUNWAY.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1305 11/11/89 OCEAN CITY,NJ A/C Reg. No. N63009 Time (Lcl) - 1730 EST

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

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

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

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
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	WHITE MARSH,MD	OCEAN CITY
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2970/ 50
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 300
SE LAND	Months Since - 4	Make/Model- 270
	Aircraft Type - C150M	Instrument- 33
		Last 24 Hrs - 1
		Last 30 Days- 17
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STARTED THE ENGINE BY HANDPROPPING WITH A NON-PILOT PASSENGER IN THE RIGHT SEAT APPLYING BRAKES. A WHEEL CHOCK WAS PUT IN FRONT OF THE LEFT MAIN WHEEL. ACCORDING TO THE PILOT, AFTER THE ENGINE WAS STARTED AND AS SHE WAS ABOUT TO BOARD THE AIRCRAFT, THE PASSENGER PUSHED THE THROTTLE FULL FORWARD. THE AIRCRAFT WENT ABOUT 420 FT BEFORE IT STRUCK A FENCE AND STOPPED. THE PILOT REPORTED NO MECHANICAL MALFUNCTION.

Brief of Accident (Continued)

File No. - 1305

11/11/89

OCEAN CITY, NJ

A/C Reg. No. N63009

Time (Lcl) - 1730 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)
1. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
2. TIE DOWN - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT CONTROL - NOT MAINTAINED - PASSENGER

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)
4. OBJECT - FENCE

-----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 OR PROPERLY SECURE (TIE DOWN/CHOCK) THE AIRCRAFT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1294 7/07/89 TIERRA AMARILLA, NM A/C Reg. No. N8132J Time (Lcl) - 1000 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 - BELL 47G-3B-2	Eng Make/Model - LYCOMING TVO-435-B1	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	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	
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - UNK/NR		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5500
SE LAND, ME LAND, SE SEA	Months Since - 19	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - PA-32	Make/Model- 50
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - 3000
		Rotorcraft - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A TAKEOFF WAS ATTEMPTED FROM A SKI SLOPE, HEADING NORTH, DOWN SLOPE. THE PLT ESTIMATED THE WINDS WERE NORTH AT 5 KNOTS. THE DENSITY ALTITUDE WAS COMPUTED TO BE 11,000 FT. THE PLT SAID THAT DURING HOVER FOR TAKEOFF, THE ROTOR/ENGINE RPM BEGAN TO DECAY. HE SAID HE OBSERVED THE ENGINE RPM AT 2,700 BEFORE THE CRASH. THE HELICOPTER CRASHED 130 FEET DOWN SLOPE FROM THE LIFT OFF POINT, AND ROLLED OVER. A POST ACCIDENT ENGINE RUN FAILED TO REVEAL ANY EVIDENCE TO EXPLAIN THE REPORTED LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1294

7/07/89

TIERRA AMARILLA, NM

A/C Reg. No. N8132J

Time (Lcl) - 1000 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 4. TERRAIN CONDITION - DOWNHILL
 5. UNSUITABLE TERRAIN
 6. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE FAILURE OF THE PILOT TO MAINTAIN ROTOR RPM DURING THE PREMATURE LIFT-OFF WHICH RESULTED IN A FORCED LANDING.
CONTRIBUTING TO THE ACCIDENT WAS THE HIGH DENSITY ALTITUDE CONDITIONS, AND UNSUITABLE TERRAIN.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1218 7/08/89 ALBUQUERQUE, NM A/C Reg. No. N4069H Time (Lcl) - 0720 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - RAVEN RX-7	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 - 1430	Engine Type - N/A		
No. of Seats - UNK/NR	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ALBUQUERQU, NM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 040/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 151
	Months Since - UNK/NR	Make/Model- 137
FREE BALLOON	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 4
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT AND A PAX WERE TAKING PART IN AN ORGANIZED BALLOON FIESTA NEAR ALBEQUERQUE, NEW MEXICO. THE PLT SAID THAT HE FAILED TO SEE FOUR POWER LINES ACROSS THE LANDING AREA, IN TIME TO AVOID THEM. HE SAID THE POWER LINES STRUCK THE ENVELOPE ABOVE THE BURNER AND DAMAGED THE ENVELOPE AND BASKET BEYOND REPAIR.

Brief of Accident (Continued)

File No. - 1218

7/08/89

ALBUQUERQUE, NM

A/C Reg. No. N4069H

Time (Lcl) - 0720 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - NORMAL

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE VISUAL LOOKOUT BY THE PILOT. CONTRIBUTING TO THE ACCIDENT WERE THE POWER LINES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1290 8/05/89 RUIDOSO, NM A/C Reg. No. N9183H Time (Lcl) - 1558 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	2	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- CESSNA 172M	Eng Make/Model	- LYCOMING 0-320-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	OFF AIRPORT/STRIP
Method	- TELEPHONE	SAME AS ACC/INC	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	SAN ANGELO, TX	
Wind Dir/Speed	- 280/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 963	Last 24 Hrs - 4
SE LAND	Months Since - 2	Make/Model- 548	Last 30 Days- 10
	Aircraft Type - C-182RG	Instrument- 66	Last 90 Days- 28
		Multi-Eng - 5	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N9183H HAD JUST TAKEN OFF FROM AN 8100 X 100 FT ASPHALT RWY WHERE THE ELEV IS 6811 FT MSL. THERE WAS A RIGHT QUARTERING HEADWIND AT 10 KTS AND THE TEMP WAS 81 DEG F. THE DENSITY ALTITUDE WAS CALCULATED TO BE 9400 FT. THE PLT SAID HE LEANED THE MIXTURE AT 2000 RPM DURING THE RUNUP AND AFTER TAKEOFF THE ENGINE BEGAN TO LOSE RPM, AIRSPEED, AND ALTITUDE. THE PLT SAID HE FIRST ENRICHED THE MIXTURE AND THEN LEANED IT OUT AGAIN. HE THEN APPLIED CARB HEAT AS THE RPM HAD DECREASED TO 1900. WHEN THE RPM REACHED 1800, THE PLT DECIDED AN OFF AIRPORT FORCED LANDING WAS INEVITABLE. THE AIRPLANE CRASHED INTO TREES 1/4 MILE SOUTH OF THE SOUTH END OF THE RWY.

Brief of Accident (Continued)

File No. - 1290

8/05/89

RUIDOSO,NM

A/C Reg. No. N9183H

Time (Lcl) - 1558 MDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
 3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)
 5. TERRAIN CONDITION - NONE SUITABLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER USE OF THE MIXTURE CONTROL AND CARBURETOR HEAT DURING A TAKEOFF IN HIGH DENSITY ALTITUDE
CONDITIONS. CONTRIBUTING TO THE ACCIDENT WAS THE HIGH DENSITY ALTITUDE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1315 12/29/89 TULAROSA, NM A/C Reg. No. N9K Time (Lcl) - 1015 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH 35	Eng Make/Model - CONTINENTAL E-185-11	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 205 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	ALBUQUERQUE, NM	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ALAMOGORDO, NM	Runway Ident - N/A
Wind Dir/Speed- 290/002 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 76	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1808
SE LAND	Months Since - 17	Last 24 Hrs - UNK/NR
	Aircraft Type - BE-35	Make/Model- 1808
		Instrument- 15
		Last 30 Days- 2
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE TAKEOFF, THE PLT RCVD A WX BRIEFING & WAS WARNED OF MARGINAL WX CONDS ALONG THE ROUTE. WHILE IN FLT, HE INADVERTENTLY FLEW INTO IMC & ELECTED TO LAND ON A PAVED ROAD. HE RPRTD THAT DURING THE LANDING, HE "FAILED TO SEE A HIGHWAY MARKER AT THE EDGE OF THE PAVEMENT" & THE ACFT'S LEFT WING TIP HIT THE MARKER & WAS DAMAGED. ACCORDING TO THE PLT, THE WX IN THE PRECAUTIONARY LANDING AREA WAS: 500 TO 1000 FT OVC, VIS 4 MI WITH LIGHT RAIN.

Brief of Accident (Continued)

File No. - 1315

12/29/89

TULAROSA, NM

A/C Reg. No. N9K

Time (Lcl) - 1015 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. WEATHER CONDITION - RAIN
 3. WEATHER CONDITION - LOW CEILING
 4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 6. TERRAIN CONDITION - ROADWAY/HIGHWAY
 7. OBJECT - SIGN
 8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC), AND HIS FAILURE TO SEE AND AVOID THE ROAD SIGN
DURING THE PRECAUTIONARY LANDING. THE ADVERSE WEATHER WAS A REALTED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1203 6/03/89 BOULDER CITY,NV A/C Reg. No. N1068J Time (Lcl) - 1933 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - AERO COMMANDER 112	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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	BOULDER
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2965/ 60
Lowest Sky/Clouds - 7000 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 - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1600
SE LAND	Months Since - 22	Last 24 Hrs - 1
	Aircraft Type - 112	Make/Model- 700
		Instrument- 25
		Multi-Eng - 0
		Last 30 Days- 20
		Last 90 Days- 50
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, WHEN HE WAS FLARING TO LAND ON RWY 3 AT DUSK, A GUST OF WIND BLEW THE ACFT TO THE RIGHT. HE SAID HE APPLIED POWER TO GO AROUND, BUT WAS TOO LOW & SLOW TO REGAIN ALTITUDE. SUBSEQUENTLY, A WINGTIP CONTACTED THE GROUND, SWINGING THE ACFT AROUND, & IT CRASH LANDED. THE PLT RPTD THE PREVAILING WIND WAS FROM THE NORTH AT 8 KTS. AUTHORITIES, WHO ARRIVED AFTER THE ACCIDENT, RPTD THE WIND WAS FROM THE SOUTHWEST AT 15 TO 25 KTS. A POLICE OFFICER, WHO WAS THE 1ST TO ARRIVE, NOTED A STRONG ODOR OF ALCOHOL FROM THE PLT & THAT HE WAS UNABLE TO WALK NORMALLY (WITHOUT STAGGERING), ALTHOUGH HE WAS NOT INJURED. OTHER OFFICIALS CORROBORATED THE POLICE OFFICER'S OBSERVATION. THE PLT REFUSED TO TAKE A BREATHALYZER TEST.

Brief of Accident (Continued)

File No. - 1203

6/03/89

BOULDER CITY, NV

A/C Reg. No. N1068J

Time (Lcl) - 1933 PDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
 3. LIGHT CONDITION - DUSK
 4. WEATHER CONDITION - UNFAVORABLE WIND
 5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 6. GO-AROUND - DELAYED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Occurrence #3 ON GROUND 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:
POOR JUDGEMENT OF THE PILOT BY FLYING, WHILE IMPAIRED FROM CONSUMPTION OF ALCOHOL, AND HIS DELAY IN
INITIATING A GO-AROUND WHEN THE AIRCRAFT DRIFTED TO THE RIGHT OF THE RUNWAY. RELATED FACTORS WERE:
LIGHT CONDITIONS AT DUSK, UNFAVORABLE WINDS, AND FAILURE OF THE PILOT TO MAINTAIN RUNWAY ALIGNMENT
WHILE LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1217 6/22/89 DYER,NV A/C Reg. No. N59414 Time (Lcl) - 0930 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	1	0
Accident Occurred During -HOVER		0	0	1	0

-----Aircraft Information-----

Make/Model - BELL 47G3B2A	Eng Make/Model - LYCOMING TVO-435-F1A	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 - 3	Rated Power - 280 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	LOCAL	
Wind Dir/Speed- 045/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 62	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 - 7	Make/Model- 350
HELICOPTER	Aircraft Type - BELL 47	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 8
		Last 90 Days- 20
		Rotorcraft - 420

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PILOT WAS ATTEMPTING TO HOVER OUT OF GROUND EFFECT OVER STEEP SLOPING MOUNTAINOUS TERRAIN IN HIGH DENSITY ALT WEATHER CONDITIONS, THE ROTOR RPM BEGAN TO DECREASE. HE ATTEMPTED TO MAKE A TAKEOFF, RESULTING IN FURTHER DECAY OF ROTOR RPM, AND IMPACT WITH TERRAIN. THE HELICOPTER ROLLED OVER AND WAS DESTROYED BY POST IMPACT FIRE. THE PILOTS RECOMMENDATION FOR PREVENTION OF THE ACCIDENT: "AVOID OPERATIONS AT HOVER WHERE LANDING IS NOT POSSIBLE."

Brief of Accident (Continued)

File No. - 1217

6/22/89

DYER, NV

A/C Reg. No. N59414

Time (Lcl) - 0930 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. PLANNING-DECISION - POOR - PILOT IN COMMAND
 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOTS POOR PLANNING IN ATTEMPTING A HOVER IN UNDESIRABLE CONDITIONS WHICH RESULTING IN THE INABILITY TO MAINTAIN
ROTOR RPM, CONTRIBUTING TO THE ACCIDENT WAS THE MOUNTAINOUS TERRAIN AND HIGH DENSITY ALT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1312 2/20/89 DURHAMVILLE, NY A/C Reg. No. N9530B Time (Lcl) - 1045 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360-F1A6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ELMIRA, NY	KAMP
Wind Dir/Speed- 190/006 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3250/ 40
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 133
SE LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - C177RG	Make/Model- 49
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE CESSNA 172RG MADE A GEAR UP LANDING AND SLID OFF THE RUNWAY, STRIKING A SNOWBANK. THE PLT RPRTD THERE WAS A WARNING HORN AFTER TAKEOFF AND HE RETURNED TO LAND. HE SAID HE LOWERED THE LANDING GEAR, THEN RAISED IT WHEN HE SAW ANOTHER AIRCRAFT IN THE PATTERN. HE FAILED TO LOWER THE LANDING GEAR ON A SECOND APCH. WHEN THE AIRCRAFT WAS CHECKED, NO PROBLEM WAS FOUND WITH EITHER THE STALL WARNING HORN OR LANDING GEAR WARNING HORN. HOWEVER, A WITNESS DID REPORT HEARING THE LANDING GEAR WARNING HORN IN THE BACKGROUND WHEN THE PILOT TRANSMITTED ON THE RADIO.

Brief of Accident (Continued)

File No. - 1312

2/20/89

DURHAMVILLE, NY

A/C Reg. No. N9530B

Time (Lcl) - 1045 EST

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
 2. DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation OTHER

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO EXTEND THE LANDING GEAR BEFORE LANDING AFTER ALLOWING HIS ATTENTION TO BE DIVERTED.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1313 8/10/89 NANUET, NY A/C Reg. No. N16929 Time (Lcl) - 1645 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WHITE PLAINS, NY

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 - VFR

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND

HELICOPTER

Age - 23

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1300

Make/Model- 150

Instrument- 28

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 21

Rotorcraft - 1080

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE CHECKED THE FUEL PRIOR TO DEPARTURE FROM WHITE PLAINS AND IT SHOWED ABOUT 15 TO 18 GALS REMAINING. ABOUT 5 MILES EAST OF RAMAPO, HE NOTICED A RAPID DECREASE IN THE FUEL AND ASCENDED TO ABOUT 2200 FEET. THE FUEL PUMP WARNING LIGHT STARTED TO FLICKER AND HE IMMEDIATELY DESCENDED FOR A EMERGENCY LANDING. THE HELICOPTER STARTED TO YAW. THE PILOT THEN MADE A HOVER AUTOROTATION, BUT THE HELICOPTER WAS DAMAGED DURING THE LANDING. EXCEPT FOR THE LACK OF FUEL, NO PREIMPACT FAILURE OR MALFUNCTION OF THE HELICOPTER WAS EVIDENT.

Brief of Accident (Continued)

File No. - 1313

8/10/89

NANUET, NY

A/C Reg. No. N16929

Time (Lcl) - 1645 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation LANDING

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

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE PREFLIGHT PLANNING/PREPARATION BY THE PILOT, 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. - 1307 1/02/89 MANSFIELD, OH A/C Reg. No. N500V Time (Lcl) - 1643 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	1	0	0	0
Flight Conducted Under	-14 CFR 91	ON GROUND	Crew	0	0	0
Accident Occurred During	-APPROACH		Pass	3	0	0

-----Aircraft Information-----

Make/Model	- MITSUBISHI MU-2B	Eng Make/Model	- GARRETT TPE-331	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt.	- 8930	Engine Type	- TURBOPROP		
No. of Seats	- 7	Rated Power	- 665 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	GREENVILLE, SC	
Completeness	Destination	Airport Data
Basic Weather	MANSFIELD, OH	MANSFIELD LAHM MUNI
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	- 23
Lowest Sky/Clouds	Type of Flight Plan	Runway Lth/Wid
Lowest Ceiling	- IFR	- 9000/ 150
Obstructions to Vision	Type of Clearance	Runway Surface
Precipitation	- IFR	Runway Status
Condition of Light	Type Apch/Lndg	- SNOW - WET
	- ILS-COMPLETE	

-----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	Total	- 11700
SE LAND, ME LAND	Months Since	Make/Model	- 2860
	Aircraft Type	Instrument	- 8800
		Multi-Eng	- 8300
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARRIVAL, THE FLT WAS VCTRD FOR AN ILS RWY 32 APCH. AS THE ARRIVAL CONTD, THE ATC CTLR PROVIDED THE LATEST INFO ON CLOUD TOPS & IN-CLOUD ICING. THE PLT ACKNOWLEDGED, THEN INQUIRED ABOUT THE STATUS OF THE "LOCATOR." THE CTLR ADZD THAT ALL COMPONENTS OF THE ILS, INCLUDING THE OUTER MARKER LOCATOR, WERE MONITORING NML. FOUR MI FM THE OUTER MARKER/FAF, THE PLT WAS GIVEN A FINAL VECTOR, WAS CLRD FOR THE APCH & WAS CLRD TO CIRCLE & LND ON RWY 23. HE ACKNOWLEDGED, THEN RADIO & RADAR CTC WITH THE ACFT WERE LOST. THE ACFT CRASHED APRX 2 MI SE OF THE FAF, WHILE IN A STEEP DSCNT ON A HDG OF 140 DEG. NO PREIMPACT PART FAILURE/MALFUNCTION OF THE ACFT WAS FND, THOUGH IT WAS EXTENSIVELY DMGD. ABT 3 WKS AFTER A BOATING ACDNT ON 7/2/88, THE PLT WAS ADMITTED TO A HOSPITAL & TREATED FOR A STROKE, BUT AN AUTOPSY & TOX CHECKS FAILED TO REVEAL ANY COND WHICH WOULD HAVE PREVENTED THE PLT FM PERFORMING HIS DUTIES. AD 88-13-01, CONCERNING ACFT EQUIPPED WITH M-4C/D AUTOPLTS, WAS NOT COMPLIED WITH.

Brief of Accident (Continued)

File No. - 1307

1/02/89

MANSFIELD, OH

A/C Reg. No. N500V

Time (Lcl) - 1643 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - ICING CONDITIONS
3. WEATHER CONDITION - LOW CEILING
4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO MAINTAIN CONTROL OF THE AIRCRAFT, DUE TO SPATIAL DISORIENTATION, AT ABOUT
THE TIME HE WAS CHANGING RADIO FREQUENCIES DURING AN IFR APPROACH.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1281 5/29/89 MEDINA, OH A/C Reg. No. N2124A Time (Lcl) - 2035 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
	Fire		Serious	Minor	None	
Type of Operation -PERSONAL	Crew	0	1	0	0	
Flight Conducted Under -14 CFR 91	Pass	0	2	0	0	
Accident Occurred During -APPROACH	ON GROUND					

-----Aircraft Information-----

Make/Model - PIPER PA-22-135	Eng Make/Model - LYCOMING 0-290-D2	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 135 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WADSWORTH, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MEDINA, OH	FREEDOM FIELD
Wind Dir/Speed- 030/004 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3040/ 50
Lowest Sky/Clouds - 25000 FT THIN OVC	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 - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 272
SE LAND	Months Since - 2	Make/Model- 175
	Aircraft Type - PA-22	Instrument- 3
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 4
		Last 90 Days- 8
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE NIGHT LANDING APCH, THE PLT NOTED RWY 9-27 WAS CLOSED. THE ARPT DIRECTORY NOTES RWY 9-27 CLOSED AT NIGHT, RWY 18- 36 HAS LIRL, AND THERE IS A DISPLACED THRESHOLD OF 120 FT FOR RWY 18 BECAUSE OF PARKED ACFT. NO MENTION IS MADE OF POWER LINES AND A UTILITY POLE AT THE NORTH END OF THE ARPT. IT WAS CALCULATED THAT A GLIDE SLOPE OF 3.1 DEGS FROM THE RWY DISPLACED THRESHOLD WOULD INTERSECT THE TOP OF THE UTILITY POLE WHICH WAS ALIGNED WITH THE RWY CENTERLINE. THE ACFT CONTACTED THE POWER LINES DURING THE LANDING APCH. AFTER THE ACCIDENT, THE RWY 18 THRESHOLD, AND THE THRESHOLD LIGHTS WERE DISPLACED FURTHER AWAY FROM THE POWER LINES.

Brief of Accident (Continued)

File No. - 1281

5/29/89

MEDINA, OH

A/C Reg. No. N2124A

Time (Lcl) - 2035 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. LIGHT CONDITION - DUSK
 3. PROPER GLIDEPATH - NOT POSSIBLE -
 4. OBJECT - UTILITY POLE (MARKED)
 5. AIRPORT FACILITIES, RUNWAY SAFETY AREA - INADEQUATE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF AIRPORT MANAGEMENT TO ESTABLISH A DISPLACED THRESHOLD WHICH WOULD PROVIDE ADEQUATE OBSTRUCTION CLEARANCE.
FACTORS CONTRIBUTING TO THE ACCIDENT WERE THE POWER LINES, THE UTILITY POLE AND THE DUSK LIGHT CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1343 6/14/89 COLUMBUS, OH A/C Reg. No. N6506L Time (Lcl) - 2319 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	ON GROUND	Pass	0	1	1
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- GRUMMAN AMERICAN AA-5	Eng Make/Model	- LYCOMING O-320-E2G	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/003 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 11000 FT OVERCAST</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>DELAWARE, OH</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 - VFR</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>PORT COLUMBUS INTL</p> <p>Runway Ident - 28L</p> <p>Runway Lth/Wid - 10701/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, CFI</p> <p>SE LAND</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 14</p> <p>Aircraft Type - AA-5</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 6493</p> <p>Make/Model- 574</p> <p>Instrument- 409</p> <p>Multi-Eng - 0</p> <p>Last 24 Hrs - 6</p> <p>Last 30 Days- 114</p> <p>Last 90 Days- 334</p> <p>Rotorcraft - 0</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT & INSTRUCTOR (CFI) WERE ON A NGT INSTRNL FLT IN A GRUMMAN AMERICAN AA-5. DRG ARR, THEY WERE CLRD TO LND ON RWY 28L BHND A BOEING 737 (AMERICAN FLT 838). AS THE STUDENT WAS FLYING THE APCH, THE ACFT ENCTRD WAKE TURBC. THE CFI TOOK CTL & INITIATED A GO-AROUND, BUT THE ACFT ENCTRD WAKE TURBC AGAIN. SUBSEQUENTLY, IT CRASHED ON A RAMP AREA BEFORE THE CFI COULD RECOVER. THE AA-5 SLID TO A STOP BELOW THE WINGTIP OF A PARKED BOEING 737 & BGN BURNING. THE OCCUPANTS EGRESSSED, BUT THE AA-5 WAS DESTROYED BY FIRE & THE PARKED 737 WAS SUBSTANTIALLY DMGD. AN INVESTIGATION REVEALED THE ATC CTLR HAD ADZD THE AA-5 PLTS OF OTR TRAFFIC & HAD RCMNDD THAT THEY LND LONG. ALTHO A WAKE TURBC ADZRY WASN'T SPECIFICALLY PROVIDED, THE PLTS RPRTD THAT THEY WERE AWARE OF THE HAZARD, ACCORDING TO THE CTLR, FLT 838 LNDD ON THE 1ST 1500 FT OF THE RWY. RADAR DATA SHOWED THE AA-5 HAD CROSSED THE THRESHOLD 38 SEC AFTER FLT 838. THE WIND WAS FROM 210 DEG AT 3 KTS.

Brief of Accident (Continued)

File No. - 1343

6/14/89

COLUMBUS, OH

A/C Reg. No. N6506L

Time (Lcl) - 2319 EDT

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - IMPROPER - DUAL STUDENT
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND (CFI)
 3. WAKE TURBULENCE - ENCOUNTERED -
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. AIRCRAFT CONTROL - NOT POSSIBLE -
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE STUDENT PILOT'S IMPROPERLY PLANNED APPROACH, AND INADEQUATE SUPERVISION BY THE INSTRUCTOR PILOT (CFI),
WHICH LED TO AN ENCOUNTER WITH WAKE TURBULENCE AND A LOSS OF AIRCRAFT CONTROL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1259 8/12/89 LIMA, OH A/C Reg. No. N7825D Time (Lcl) - 1552 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WAUSION, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LIMA, OH	Runway Ident - N/A
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 472
SE LAND	Months Since - UNK/NR	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- 5
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE MANEUVERING IN THE VICINITY OF HIS DESTINATION (PRIVATE) AIRSTRIP, THE AIRCRAFT ENGINE RAN ROUGH BRIEFLY AND THEN FAILED COMPLETELY. THE AIRCRAFT DESCENDED THROUGH TREES DURING ITS EMERGENCY LANDING AND CAME TO REST IN A CREEK. POST-ACCIDENT INVESTIGATION REVEALED NO INDICATION OF PRE-EXISTING MECHANICAL DIFFICULTY WITH THE ENGINE. WEATHER CONDITIONS IN THE AREA AT THE TIME OF THE ACCIDENT WERE CONDUCIVE TO THE DEVELOPMENT OF MODERATE TO SERIOUS CARBURETOR ICE, TEMP 81 DEGS AND DEWPOINT 60 DEGS. THERE WAS NO EVIDENCE THAT THE PILOT HAD APPLIED CARBURETOR HEAT, NOR PERFORMED ANY OTHER EMERGENCY/RESTART PROCEDURES.

Brief of Accident (Continued)

File No. - 1259

8/12/89

LIMA, OH

A/C Reg. No. N7825D

Time (Lcl) - 1552 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT FAILED TO USE CARBURETOR HEAT DURING CARBURETOR ICING CONDITIONS. CONTRIBUTING TO THE ACCIDENT WAS THE
PILOT'S LACK OF TOTAL EXPERIENCE AND THE CARBURETOR ICING CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1202 12/03/89 WAYNESVILLE, OH A/C Reg. No. N2610H Time (Lcl) - 1045 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal	0	Injuries	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	Serious	0
Accident Occurred During	-DESCENT			0	0	Minor	0
						None	2
							0

-----Aircraft Information-----

Make/Model	- SCHWEIZER SGS-2-33A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- N/A		
No. of Seats	- 2	Rated Power	- N/A		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	WAYNESVILLE, OH			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		WAYNESVILLE	
Wind Dir/Speed	- 350/014 KTS			Runway Ident	- 26
Visibility	- 7.0 SM	ATC/Airspace		Runway Lth/Wid	- 3675/ 125
Lowest Sky/Clouds	- 2400 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- 5500 FT BROKEN	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE		FULL STOP		
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current	- YES	Total - 1526
SE LAND	Months Since	- 18	Make/Model- 300
GLIDER	Aircraft Type	- 2-33	Instrument- 215
			Last 24 Hrs - 1
			Last 30 Days- 10
			Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI STATED THAT WHILE ATTEMPTING A LANDING IN A STRONG CROSSWIND, THE STUDENT PILOT MADE AN ABRUPT MOVEMENT OF THE ELEVATOR. THE INSTRUCTOR WAS UNABLE TO RECOVER BEFORE THE GLIDER STRUCK A WIRE. THE AIRCRAFT RECOILED INTO THE GROUND.

Brief of Accident (Continued)

File No. - 1202

12/03/89

WAYNESVILLE, OH

A/C Reg. No. N2610H

Time (Lcl) - 1045 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE, STATIC
 2. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - DUAL STUDENT
 3. PROPER GLIDEPATH - NOT MAINTAINED - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND (CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE DUAL STUDENT DID NOT MAINTAIN PROPER GLIDEPATH AND HIS MISJUDGMENT FOR COMPENSATION FOR WIND CONDITIONS RESULTED
IN A COLLISION WITH UTILITY WIRES. THE CFI'S INADEQUATE SUPERVISION DURING THE DUEL FLIGHT OPERATION CONTRIBUTED
TO THE ACCIDENT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1324 12/18/89 HARRISON, OH A/C Reg. No. N6036S Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
						2

-----Aircraft Information-----

Make/Model - BEECH 58P	Eng Make/Model - CONTINENTAL TSIO-520-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CINCINNATI, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CINCINNATI WEST
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 18
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3042/ 50
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1580
SE LAND, ME LAND, SE SEA	Months Since - 7	Make/Model- 89
	Aircraft Type - 58P	Instrument- 214
		Multi-Eng - 119
		Last 24 Hrs - UNK/NR
		Last 30 Days- 2
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT WHILE MAKING A NORMAL APPROACH TO THE RUNWAY, HE ALLOWED THE AIRCRAFT TO GET "LOW AND SLOW." THE AIRCRAFT IMPACTED THE GROUND ON A SLIGHT UPHILL SLOPE, ABOUT 10 FEET BEFORE THE APPROACH END OF THE RUNWAY, AND DAMAGED SOME RUNWAY LIGHTS AS IT CONTINUED UP ONTO THE RUNWAY. THE PILOT VEERED THE AIRCRAFT OFF THE RIGHT SIDE OF THE RUNWAY DELIBERATELY IN AN ATTEMPT TO "REDUCE POSSIBILITY OF FIRE." THE AIRCRAFT CAME TO REST WITH BOTH MAIN LANDING GEAR COLLAPSED APPROXIMATELY 40 FEET FROM THE RUNWAY.

Brief of Accident (Continued)

File No. - 1324

12/18/89

HARRISON, OH

A/C Reg. No. N6036S

Time (Lcl) - 1500 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED (VREF) - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)
5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
6. OBJECT - RUNWAY LIGHT

Occurrence #4 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 DISTANCE, SPEED, AND ALTITUDE ON FINAL APPROACH AND FAILED TO ATTAIN THE PROPER
TOUCHDOWN. FACTORS RELATED TO THE ACCIDENT WERE: UNEVEN (RISING) TERRAIN NEAR THE RUNWAY THRESHOLD
AND THE RUNWAY LIGHT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1283 12/26/89 MIDDLETOWN, OH A/C Reg. No. N65673 Time (Lcl) - 1540 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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	MIDDLETOWN/HOOK FIELD
Wind Dir/Speed- 290/007 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6100/ 100
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3300 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 92
SE LAND	Months Since - 18	Make/Model- 3
	Aircraft Type - C-152	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- 3
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING THE TAKEOFF PORTION OF THE SEVENTH PRACTICE TOUCH AND GO, HE FELT THE AIRCRAFT WAS NOT CLIMBING AS IT SHOULD HAVE, AND CHOSE TO MAKE A PRECAUTIONARY LANDING. THE AIRCRAFT TOUCHED DOWN NEAR THE DEPARTURE END OF THE RUNWAY, RAN OFF THE END OF THE RUNWAY AND CONTINUED DOWN AN EMBANKMENT ONTO A FROZEN LAKE. POST-ACCIDENT ENGINE RUN-UP REVEALED NO MALFUNCTIONS; THE ENGINE RAN SATISFACTORILY THROUGHOUT ALL POWER RANGES, AND PROVED CAPABLE OF PRODUCING FULL STATIC RPM. MAGNETO CHECKS WERE SATISFACTORY.

Brief of Accident (Continued)

File No. - 1283

12/26/89

MIDDLETOWN, OH

A/C Reg. No. N65673

Time (Lcl) - 1540 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. CLIMB - NOT ATTAINED - PILOT IN COMMAND
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. TERRAIN CONDITION - DOWNHILL
5. LANDING GEAR, NOSE GEAR - COLLAPSED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE INABILITY TO ESTABLISH A SUFFICIENT CLIMB AFTER TAKEOFF. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S LACK OF
TOTAL EXPERIENCE IN THIS TYPE OF AIRCRAFT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1298 8/15/89 DAVIS,OK A/C Reg. No. N6814V Time (Lcl) - 1045 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation -PERSONAL	Fire	0	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0
Accident Occurred During -DESCENT				1

-----Aircraft Information-----

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	MCKINNEY, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CRAZY HORSE MUNICIPAL
Wind Dir/Speed- 165/010 KTS		Runway Ident - 17
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 2600/ 40
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT OVERCAST	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- HAZE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 365
SE LAND	Months Since - 10	Last 24 Hrs - UNK/NR
	Aircraft Type - CE-172	Make/Model- 203
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS LANDING THE AIRCRAFT WHEN DIRECTIONAL CONTROL WAS LOST DURING THE FLARE. THE AIRCRAFT BANKED TO THE LEFT AND THE PILOT APPLIED FULL RIGHT RUDDER AND FULL THROTTLE. THE AIRCRAFT STRUCK THE GROUND AND SEVERAL FENCES BEFORE IMPACTING INTO AN OPEN FIELD.

Brief of Accident (Continued)

File No. - 1298

8/15/89

DAVIS,OK

A/C Reg. No. N6814V

Time (Lcl) - 1045 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
2. OBJECT - FENCE
3. OBJECT - FENCE POST

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO MAINTIAN DIRECTIONAL CONTROL AND PROPERLY FLARE THE AIRPLANE DURING LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1327 11/14/89 NORMAN, OK A/C Reg. No. N9258U Time (Lcl) - 1800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TULSA, OK	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	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 - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30
	Months Since - N/A	Make/Model- 30
	Aircraft Type - N/A	Instrument- 1
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A SOLO CROSS COUNTRY FLIGHT WHEN HE BECAME LOST. HE TRIED FOR SOME TIME TO RELOCATE HIMSELF, THEN CALLED A FSS FOR ASSISTANCE. THE FSS GUIDED HIM BACK TO THE DEPARTURE AREA. HOWEVER, THE AIRCRAFT RAN OUT OF FUEL AND THE PLT LANDED ONE MILE NORTH OF THE AIRPORT IN AN OIL FIELD PIPE YARD.

Brief of Accident (Continued)

File No. - 1327

11/14/89

NORMAN,OK

A/C Reg. No. N9258U

Time (Lcl) - 1800 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT INADVERTENTLY BECAME LOST AND DISORIENTED AND DELAYED IN OBTAINING HELP FROM THE FLIGHT SERVICE STATION,
WHICH RESULTED IN FUEL EXHAUSTION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1225 4/14/89 PALMYRA, PA A/C Reg. No. N9946Q Time (Lcl) - 1820 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING 0-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PALMYRA, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RAIGLE
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 225
SE LAND	Months Since - 10	Make/Model- 9
	Aircraft Type - C-150	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 2
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PROFICIENCY FLIGHT THE PILOT LANDED LONG. THE ACFT RAN OFF THE END OF THE RWY AND NOSED OVER IN ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 1225

4/14/89

PALMYRA, PA

A/C Reg. No. N9946Q

Time (Lcl) - 1820 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT MISJUDGED THE AIRSPEED AND DISTANCE DURING THE LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1230

4/15/89

W.MIFFLIN,PA

A/C Reg. No. N8468H

Time (Lcl) - 1310 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -EXECUTIVE/CORPORATE

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-34-220T

Eng Make/Model - CONTINENTAL TSIO-360-K8

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 4750

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 220 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/005 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 4500 FT

Lowest Ceiling - 4500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLUMBUS,OH

Destination

W.MIFFLIN,PA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

ALLEGHENY CO.

Runway Ident - 25

Runway Lth/Wid - 5000/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Age - 49

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 4202

Last 24 Hrs - 1

ME LAND

Months Since - 12

Make/Model- 24

Last 30 Days- 58

Aircraft Type - PA-34

Instrument- 1214

Last 90 Days- 89

Multi-Eng - 3975

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BOTH THE NOSE GEAR AND THE LEFT MAIN GEAR COLLAPSED DURING LANDING. DAMAGE TO THE LEFT WING AND NOSE SECTION OF THE AIRPLANE INDICATED THAT A HARD LANDING WAS MADE.

Brief of Accident (Continued)

File No. - 1230

4/15/89

W.MIFFLIN, PA

A/C Reg. No. N8468H

Time (Lcl) - 1310 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE IMPROPER LEVEL OFF OF THE AIRCRAFT BY THE PILOT WHICH RESULTED IN A HARD LANDING AND SUBSEQUENT GEAR COLLAPSE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1222 4/19/89 GETTYSBURG, PA A/C Reg. No. N8745D Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
1
0

None
0
0

-----Aircraft Information-----

Make/Model - PIPER PA-22-160
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING 0-320-C2A
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- 320/010 KTS
Visibility - 25.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling -

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KEENE, NH

Destination
GETTYSBURG, PA

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 - 59

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 196

Make/Model- 11

Instrument- 0

Last 24 Hrs - 3

Last 30 Days- 11

Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT CONTINUED THE CROSS-COUNTRY FLIGHT BEYOND THE ORIGINAL DESTINATION. SHORTLY THEREAFTER, A LOSS OF ENGINE POWER OCCURRED DUE TO FUEL EXHAUSTION. THE AIRPLANE WAS LANDED IN A WOODED AREA.

Brief of Accident (Continued)

File No. - 1222

4/19/89

GETTYSBURG, PA

A/C Reg. No. N8745D

Time (Lcl) - 1300 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S POOR PREFLIGHT AND IN-FLIGHT PLANNING IN ELECTING TO CONTINUE THE FLIGHT BEYOND THE PLANNED DESTINATION
WHICH RESULTED IN FUEL EXHAUSTION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1224 4/27/89 BEAVER FALLS, PA A/C Reg. No. N82AH Time (Lcl) - 1410 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA C182Q	Eng Make/Model - CONTINENTAL 0-470-U	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	WESTMORELAND, PA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BEAVER FALLS, PA	BEAVER CO.
Wind Dir/Speed- 350/010 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4501/ 100
Lowest Sky/Clouds - 4000 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 - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 161
SE LAND	Months Since - 5	Make/Model- 62
	Aircraft Type - C-182Q	Instrument- 29
		Last 24 Hrs - 0
		Last 30 Days- 6
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE TOUCHED DOWN HARD TWICE DURING A BOUNCED LANDING IN GUSTY CROSSWIND CONDITIONS. HE ADDED POWER, TOOK OFF, AND RETURNED TO THE AIRPORT FOR AN UNEVENTFUL LANDING.

Brief of Accident (Continued)

File No. - 1224

4/27/89

BEAVER FALLS, PA

A/C Reg. No. N82AH

Time (Lcl) - 1410 EDT

Occurrence #1

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FUSELAGE, FIREWALL - OVERLOAD
 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 FAILURE TO PROPERLY FLARE THE AIRPLANE DURING LANDING AND THE IMPROPER RECOVERY FROM A BOUNCED LANDING.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1310 8/31/89 HATBORO, PA A/C Reg. No. N7406F Time (Lcl) - 1920 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	MINOR						
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	1	3	0	

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY	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 - 1600	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 - UNK/NR	NORTH WALES, PA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 185/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 392
SE LAND	Months Since - 10	Last 24 Hrs - 2
HELICOPTER ,FREE BALLOON	Aircraft Type - PA-28	Make/Model- UNK/NR
		Last 30 Days- 10
		Instrument- 0
		Last 90 Days- 40
		Multi-Eng - UNK/NR
		Rotorcraft - 85

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON DEPARTED ON A PLEASURE FLT WITH 4 PASSENGERS ABOARD. THE WINDS WERE REPORTED FROM THE SOUTHEAST AT 5 KTS, VISIBILITY WAS UNLIMITED & THE TEMP WAS 72 DEGS. ABOUT 30 MIN AFTER TAKEOFF, THE PLT DISCOVERED THE #2 PROPANE TANK WAS EMPTY. HE IMMEDIATELY SWITCHED TO THE #1 RESERVE TANK. WHILE ATTEMPTING TO LAND IN AN APPROPRIATE LANDING SPOT, THE BURNER PRESSURE DROPPED & THE PLT WAS UNABLE TO AVOID POWERLINES. SUBSEQUENTLY, THE GONDOLA CONTACTED & CAME TO REST ON THE POWERLINES. THE PLT WAS ABLE TO DISLODGE THE GONDOLA, BUT IT FELL TO THE GROUND & ONE PASSENGER WAS SERIOUSLY INJURED; THE OTHER PASSENGERS RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 1310

8/31/89

HATBORO, PA

A/C Reg. No. N7406F

Time (Lcl) - 1920 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID,FUEL - LOW LEVEL
 3. OBJECT - WIRE,TRANSMISSION
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT WHICH RESULTED IN HIS FAILURE TO MAINTAIN CLEARANCE OBSTRUCTIONS. A
RELATED FACTOR WAS: THE LOW LEVEL OF PROPANE (FUEL), WHICH RESULTED IN LOW BURNER PRESSURE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1380 3/20/89 KERSHAW, SC A/C Reg. No. N390G Time (Lcl) - 2245 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-COASTAL PLANES AIRWAYS	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	0
Accident Occurred During	-LANDING				0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-32-260	Eng Make/Model	- LYCOMING O-540-E4B5	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	OFF AIRPORT/STRIP	
Method	- TELEPHONE		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 225/005 KTS	Runway Lth/Wid	- N/A
Visibility	- 4.000 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Runway Status	- N/A
Lowest Ceiling	- 3500 FT BROKEN		
Obstructions to Vision	- HAZE		
Precipitation	- NONE		
Condition of Light	- NIGHT (DARK)		

-----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	- 1283	Last 24 Hrs	- UNK/NR
SE LAND, ME LAND	Months Since	- 2	Make/Model	- 125	Last 30 Days	- 53
	Aircraft Type	- PA-32	Instrument	- 109	Last 90 Days	- 161
			Multi-Eng	- 47		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPTD THE ENG ABRUPTLY LOST ALL POWER DURING CRUISE. SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES DURING A FORCED LNDG AT NIGHT & BOTH WINGS WERE TORN OFF. AN EXAM OF THE ENG REVEALED THAT THE CRANKSHAFT GEAR BOLT WAS LOOSE, AND THAT THE GEAR ALIGNMENT DOWL WAS SHEARED, WHICH HAD RESULTED IN A LOSS OF ENG GEAR TRAIN CONTINUITY. A METALLURGICAL EXAM REVEALED THE DOWEL PIN HAD FAILED FROM FATIGUE. ACCORDING TO THE OPERATOR'S MECHANIC, THE ENG HAD EXPERIENCED A SUDDEN STOPPAGE DUE TO A PROP STRIKE ABOUT 151 OPERATING HOURS BEFORE THE ACCIDENT. LYCOMING SERVICE BULLETIN #465 OUTLINED MANDATORY INSPECTION, MODIFICATION, AND ASSY PROCEDURES FOR THE CRANK GEAR TO BE COMPLIED WITH DURING OVHL, AFTER A PROP STRIKE OR WHEN EVER GEAR TRAIN REPAIR IS REQUIRED. ACCORDING TO THE MECHANIC, THE BULLETIN WAS NOT COMPLIED WITH AFTER THE PROP STRIKE.

Brief of Accident (Continued)

File No. - 1380

3/20/89

KERSHAW, SC

A/C Reg. No. N390G

Time (Lcl) - 2245 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - PREVIOUS DAMAGE
 2. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - OTHER MAINTENANCE PSNL
 3. MISCELLANEOUS - FATIGUE
 4. ENGINE ASSEMBLY, TIMING GEAR - LOOSE
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
 6. OBJECT - TREE(S)
-

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FATIGUE FAILURE OF THE CRANKSHAFT DOWEL PIN. FACTORS RELATED TO THE ACCIDENT WERE: FAILURE OF MAINTENANCE PERSONNEL
TO FOLLOW THE APPLICABLE SERVICE BULLETIN AND DARKNESS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1280 4/08/89 BARNWELL, SC A/C Reg. No. N7504V Time (Lcl) - 1340 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	2	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	COLUMBUS, OH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAVANNAH, GA	Runway Ident - N/A
Wind Dir/Speed- 180/030 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 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 - 6000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
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)
PRIVATE	Current - YES	Total - 788
SE LAND	Months Since - 9	Last 24 Hrs - 20
	Aircraft Type - CE177RG	Make/Model- 298
		Last 30 Days- 10
		Instrument- 139
		Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED HE WAS AT 4000 FEET IN CRUISE WHEN THE ENGINE LOST POWER. THE AIRCRAFT LANDED IN AN OPEN FIELD FLIPPING OVER AFTER THE NOSE WHEEL DUG INTO SOFT DIRT. TWO FACTORS PRESENT WERE STRONG WINDS ALOFT AND INACCURATE FUEL INDICATING SYSTEM. THE RIGHT FLOAT WHEN AT THE BOTTOM OF THE TANK SHOWED TWO NEEDLE WIDTH OF FUEL REMAINING. THE PILOT ALLOWED ONE TANK TO GO EMPTY AND RELIED ON THE RIGHT TANK INDICATION OF LESS THEN ONE QUARTER FULL. THE AIRCRAFT HAD BEEN ENROUTE FOR 4 HOURS AND 22 MINUTES AND WAS 78 STATUTE MILES FROM DESTINATION. THE PILOT DID NOT MAINTAIN ADEQUATE FUEL TO COMPLETE THE FLIGHT WITH AN IFR RESERVE WITH THE FUEL INDICATED. THE PILOT HAD PLANNED FOR A 4 HOUR FLIGHT WITH 5.5 HOURS OF FUEL ON BOARD.

Brief of Accident (Continued)

File No. - 1280

4/08/89

BARNWELL, SC

A/C Reg. No. N7504V

Time (Lcl) - 1340 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. FUEL SYSTEM, FUEL QUANTITY FLOAT/SENSOR - INADEQUATE
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. FLUID, FUEL - EXHAUSTION
 5. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S POOR IN-FLIGHT PLANNING/DECISION IN CONTINUING FLIGHT TO THE DESTINATION AIRPORT WITHOUT REFUELING WHICH
RESULTED IN FUEL EXHAUSTION. UNFAVORABLE WINDS AND INADEQUATE FUEL CONSUMPTION CALCULATIONS WERE CONTRIBUTING FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1399 6/25/89 CAESARS HEAD, SC A/C Reg. No. N53667 Time (Lcl) - 0937 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	DESTROYED		Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 3	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GREENVILLE, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 330/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
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 - 871
SE LAND, ME LAND	Months Since - 13	Make/Model- 370
	Aircraft Type - PA-28	Instrument- 65
		Multi-Eng - 29
		Last 24 Hrs - UNK/NR
		Last 30 Days- 72
		Last 90 Days- 169
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKEOFF, THE CFI PLT RPRTD HE WOULD BE DEPG ON A SIGHTSEEING FLT. ON THE NEXT DAY, THE ACFT WAS RPRTD AS MISSING & A SEARCH WAS INITIATED. IT WAS LOCATED ON 6/29/89, WHERE IT HAD CRASHED ON MOUNTAINOUS TERRAIN. RADAR DATA INDCD THE ACFT WAS TRAVELING DOWN A VALLEY & HAD TURNED TOWARD RISING TERRAIN. SUBSEQUENTLY, IT CRASHED ON WOODED, MOUNTAINOUS TERRAIN AT AN ELEVATION OF ABOUT 2000 FT & BURNED. AN EXAM OF THE WRECKAGE FAILED TO REVEAL ANY MECHANICAL FAILURE/MALFUNCTION THAT WOULD HAVE RESULTED IN AN ACDNT.

Brief of Accident (Continued)

File No. - 1399

6/25/89

CAESARS HEAD, SC

A/C Reg. No. N53667

Time (Lcl) - 0937 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - RISING
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 6. 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 SUFFICIENT AIRSPEED WHILE FLYING OVER RISING TERRAIN, WHICH RESULTED
IN AN INADVERTENT STALL AND COLLISION WITH WOODED TERRAIN. FACTORS RELATED TO THE ACCIDENT WERE: THE
TERRAIN CONDITIONS AND FAILURE OF THE PILOT TO MAINTAIN SUFFICIENT ALTITUDE OVER MOUNTAINOUS TERRAIN.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1234

7/23/89

KYLE, SD

A/C Reg. No. N8102A

Time (Lcl) - 1300 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew				
Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL C-145-2
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- 160/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SPEARFISH, SD
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
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 37

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - C-170B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 385	Last 24 Hrs	- 4
Make/Model-	170	Last 30 Days-	17
Instrument-	0	Last 90 Days-	22
Multi-Eng -	0	Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS LANDING HIS ACFT ON A ROAD WHEN A SUDDEN GUST OF WIND STRUCK THE ACFT CAUSING HIM TO LOSE DIRECTIONAL CONTROL. HE SAID THAT THE WINDS APPEARED TO BE CALM IN THE AREA BUT SOME "DUST DEVILS" COULD BE SEEN SWIRLING AROUND. THE ACFT WENT OFF THE SIDE OF THE ROAD AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1234

7/23/89

KYLE, SD

A/C Reg. No. N8102A

Time (Lcl) - 1300 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ROADWAY/HIGHWAY
 2. PLANNING-DECISION - POOR - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
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:
THE PILOT USED POOR PREFLIGHT PLANNING & DECISION-MAKING IN SELECTING A ROAD ON WHICH TO LAND DURING GUSTY WIND
CONDITIONS WHICH RESULTED IN THE FAILURE TO MAINTAIN DIRECTION CONTROL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1376 6/30/89 PINEY FLATS, TN A/C Reg. No. N5939F Time (Lcl) - 2147 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation -BUSINESS	Fire	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	3	0	0
Accident Occurred During -DESCENT				

-----Aircraft Information-----

Make/Model - CESSNA 210H	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LEESBURG, VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SELMA, AL	Runway Ident - N/A
Wind Dir/Speed- 130/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 8500 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----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 - 5900
SE LAND	Months Since - 9	Last 24 Hrs - 2
	Aircraft Type - C210	Make/Model- 4600
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 75
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON A VFR X-COUNTRY FLT AT NGT, WHEN AN IN-FLT BREAK-UP OCCURRED. SUBSEQUENTLY, WRECKAGE WAS SCATTERED OVER ABOUT A 1.4 MI AREA. THERE WAS EVIDENCE THE LEFT WING FAILED IN POSITIVE OVERLOAD APRX 3' OUTBOARD OF THE WING ROOT. THE CABIN DOOR & TAIL SURFACES ALSO SEPD. ALL FRACTURES EXHIBITED EVIDENCE OF OVERLOAD. NO EVIDENCE OF ANY PRE-EXISTING DEFECT WAS FND. THE NON-INST RATED PLT WAS NOT IN CONTACT WITH ANY ATC FACILITY DURING THE FLT. RADAR DATA SHOWED THE ACFT MADE SVRL ALT EXCURSIONS DURING ABOUT A 30 MIN PERIOD BEFORE THE ACDNT. JUST BEFORE DISAPPEARING FM RADAR, THE FLT TRACK DEVIATED TO THE LEFT. THE ACDNT OCCURRED ON A DARK NGT AT ABT 2147 EDT; THOUGH HIS LAST REST PERIOD WAS NOT VERIFIED, THE PLT ROUTINELY SLEPT FM 2100 TO 0400. ABT 5 MI SW AT THE TRI-CITY RGNL ARPT, THE 2152 WX WAS IN PART: 5000 FT SCT, 8500' BKN, 30,000' OVC, VIS 7 MI, WND FM 130 DEG AT 7 KTS. ELEV OF THE WX STATION WAS 1519'. THE ACFT WAS AT 8700' MSL WHEN RADAR CTC WAS LOST.

Brief of Accident (Continued)

File No. - 1376

6/30/89

PINEY FLATS, TN

A/C Reg. No. N5939F

Time (Lcl) - 2147 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CLOUDS
3. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. SPATIAL DISORIENTATION - PILOT IN COMMAND
5. FATIGUE - PILOT IN COMMAND
6. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
8. WING - OVERLOAD
9. WING - SEPARATION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO MAINTAIN CONTROL OF THE AIRCRAFT AFTER BECOMING SPATIALLY DISORIENTED, AND HIS EXCEEDING THE
DESIGN STRESS LIMITS OF THE AIRCRAFT WHILE ATTEMPTING TO RECOVER FROM AN UNCONTROLLED DESCENT. FACTORS RELATED TO THE
ACCIDENT WERE: DARKNESS, CLOUD CONDITION, PILOT FATIGUE, AND THE PILOT'S LACK OF INSTRUMENT EXPERIENCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1339 8/09/89 SPRINGFIELD,TN A/C Reg. No. N44516 Time (Lcl) - 1414 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	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - BRATTON RB-1	Eng Make/Model - ROTAX 503	ELT Installed/Activated - YES-UNK/NR
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 941	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 52 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SPRINGFIELD,TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 110/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL	Current - UNK/NR	Total - 1400
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Make/Model- 44
		Last 30 Days- 2
		Instrument- UNK/NR
		Last 90 Days- 44
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO WITNESSES, THE PLT WAS FLYING THE MOTORIZED GLIDER AT ABOUT 200 TO 300 FT AGL. RPRTDLY, HE WAS SHUTTING OFF THE ENG, GLIDING FOR 30 TO 40 SEC, RESTARTING THE ENG, FLYING FOR A SHORT DISTANCE, THEN REPEATING THE PROCESS. SUBSEQUENTLY, WHEN THE ENG WAS WITHOUT POWER, IT ENTERED A STALL/SPIN, THEN HIT A TREE & A POWER LINE BEFORE THE PLT RECOVERED. AN EXAM OF THE MOTORIZED GLIDER REVEALED THAT FUEL HAD BEEN EXHAUSTED.

Brief of Accident (Continued)

File No. - 1339

8/09/89

SPRINGFIELD, TN

A/C Reg. No. N44516

Time (Lcl) - 1414 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

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 MANEUVERING

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

6. ALTITUDE - INADEQUATE - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. OBJECT - SNOW COVERED

---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 AT A LOW ALTITUDE, DUE TO AN INADEQUATE SUPPLY OF FUEL; AND HIS FAILURE TO MAINTAIN AIRSPEED, WHICH RESULTED IN AN INADVERTENT STALL/SPIN. FACTORS RELATED TO THE ACCIDENT WERE: THE LACK OF ALTITUDE, WHICH RESULTED IN THE PILOT'S FAILURE TO RECOVER FROM THE STALL/SPIN IN TIME TO AVOID THE TREE & POWER LINE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1243 2/18/89 AUSTIN, TX A/C Reg. No. N5175U Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing -	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	EL PASO, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	AUSTIN, TX	
Wind Dir/Speed- 360/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 1700 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1674
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- 13
		Instrument- 101
		Last 90 Days- 31
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS BEING VECTORED FOR AN IFR APPROACH WHEN THE ENGINE LOST ALL POWER. A FORCED LANDING WAS EXECUTED TO A FIELD WITH TREES. THE AIRCRAFT COLLIDED WITH SEVERAL TREES AND TERRAIN, THEN NOSED OVER. APPROXIMATELY ONE TO TWO GALLONS OF USABLE FUEL WERE REMAINING IN THE SELECTED TANK, APPROXIMATELY 8 GALLONS OF USABLE FUEL REMAINED IN THE OTHER TANK.

Brief of Accident (Continued)

File No. - 1243

2/18/89

AUSTIN, TX

A/C Reg. No. N5175U

Time (Lcl) - 1700 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 2. FLUID, FUEL - STARVATION
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING
4. OBJECT - TREE(S)

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S INACCURATE FUEL CONSUMPTION CALCULATIONS AND IMPROPER POSITIONING OF THE FUEL TANK SELECTOR VALVE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1240 2/22/89 BROWNSVILLE, TX A/C Reg. No. N3826D Time (Lcl) - 1718 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182A	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	BROWNSVILLE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BROWNSVILLE, TX	REEM AIR LTD.
Wind Dir/Speed- 070/011 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - UNK/NR		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - EXPIRED
Certificate(s) /Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 235
SE LAND	Months Since - 46	Make/Model- 65
	Aircraft Type - C-182A	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT WAS ON AN APPROACH TO LAND TO THE WEST AT A PRIVATE AIRSTRIP WHEN THE ACCIDENT OCCURRED. WINDS WERE FROM THE NORTHEAST AT 11 TO 15 KNOTS. THE PILOT REPORTED THAT THE SETTING SUN "BLINDED" HIM, ALLOWING HIM TO DRIFT LEFT OF COURSE AND STRIKE A TREE. THE AIRCRAFT COLLIDED WITH TERRAIN ON THE AIRSTRIP AND SOUTH OF THE APPROACH END, COMING TO REST INVERTED.

Brief of Accident (Continued)

File No. - 1240

2/22/89

BROWNSVILLE, TX

A/C Reg. No. N3826D

Time (Lcl) - 1718 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - TREE(S)
 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
 5. LIGHT CONDITION - SUNGLARE
-

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 COMPENSATE FOR THE EXISTING WIND CONDITIONS AND MAINTAIN PROPER ALIGNMENT WITH THE RUNWAY. THE
WIND CONDITIONS AND THE SUNGLARE ARE CONSIDERED TO BE CONTRIBUTING FACTORS TO THE ACCIDENT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1241 2/23/89 ORANGE, TX A/C Reg. No. N4381G Time (Lcl) - 1030 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - MCCULLOCH J-2	Eng Make/Model - LYCOMING O-360-A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ORANGE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ORANGE COUNTY
Wind Dir/Speed- 020/011 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT PROVIDED NO EVIDENCE OF A GYROPLANE ENDORSEMENT AND WAS UNABLE TO EXPRESS A WORKING KNOWLEDGE OF THE AIRCRAFT SYSTEMS OR OPERATIONAL REQUIREMENTS. THE AIRCRAFT WAS ON A DOWNWIND DEPARTURE WHEN IT MADE AN UNCONTROLLED DESCENT TO THE GROUND. THE PILOT STATED THAT THE PROPELLER "JUST STOPPED PUSHING." THERE WAS NO EVIDENCE OF MECHANICAL MALFUNCTION.

Brief of Accident (Continued)

File No. - 1241

2/23/89

ORANGE, TX

A/C Reg. No. N4381G

Time (Lcl) - 1030 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 2. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT FAILED TO MAINTAIN ROTOR RPM DUE TO A LACK OF FAMILIARITY WITH AIRCRAFT PERFORMANCE DATA AND PROCEDURES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1383

2/26/89

TEMPLE, TX

A/C Reg. No. N5010D

Time (Lcl) - 0800 CST

-----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

Crew

Pass

-----Aircraft Information-----

Make/Model - CESSNA 182A

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2650

No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 190/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BRAZORIA, TX

Destination

TEMPLE, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

DRAUGHTON MILLER

Runway Ident - 20

Runway Lth/Wid - 4742/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - C-182RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 486

Make/Model- 69

Instrument- UNK/NR

Multi-Eng - 0

Last 24 Hrs - 5

Last 30 Days- 10

Last 90 Days- 33

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A FLT OF ABOUT 150 MI FROM BRAZORIA TO TEMPLE, TX. AFTER HE BEGAN A DESCENT TO LAND, THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING AN EMERG LANDING SHORT OF THE RWY. NO USABLE FUEL WAS FOUND IN THE ACFT.

Brief of Accident (Continued)

File No. - 1383

2/26/89

TEMPLE, TX

A/C Reg. No. N5010D

Time (Lcl) - 0800 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - 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 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 WHICH RESULTED IN FUEL EXHAUSTION, DUE TO AN INADEQUATE SUPPLY O FUEL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1349 6/09/89 MIDLAND, TX A/C Reg. No. N3937Z Time (Lcl) - 0855 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2B	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 - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	OZONA, TX	MIDLAND INTL
Wind Dir/Speed- 120/022 KTS	ATC/Airspace	Runway Ident - 16R
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway lth/Wid - 9501/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2300 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 - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 507
SE LAND	Months Since - 2	Last 24 Hrs - 0
	Aircraft Type - PA-18	Make/Model- 12
		Instrument- 0
		Last 30 Days- 7
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THE ACFT ENCOUNTERED GUSTY WIND CONDITIONS IMMEDIATELY AFTER ADVANCING POWER FOR TAKEOFF. SUBSEQUENTLY, THE ACFT BECAME AIRBORNE & WENT OUT OF CONTROL. THE PLT SAID THE WIND BLEW THE ACFT SIDEWAYS, THEN IT NOSED INTO THE GROUND & FLIPPED OVER. THE WIND WAS RPRTD TO BE FROM 120 DEG AT 22 GUSTING 28 KTS.

Brief of Accident (Continued)

File No. - 1349

6/09/89

MIDLAND, TX

A/C Reg. No. N3937Z

Time (Lcl) - 0855 CDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - CROSSWIND
 4. WEATHER CONDITION - GUSTS
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. AIRCRAFT CONTROL - NOT MAINTAINED - 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, WHICH RESULTED IN A LOSS OF AIRCRAFT CONTROL. THE HIGH, GUSTY,
CROSSWIND CONDITION WAS A RELATED FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1395 6/27/89 RIO HONDO, TX A/C Reg. No. N4448S Time (Lcl) - 1335 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 - AIR TRACTOR AT-301	Eng Make/Model - P&W R-1340 AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5000	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- 175/004 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 20
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 14000
SE LAND, ME LAND	Months Since - 13	Last 24 Hrs - UNK/NR
	Aircraft Type - AT-301	Make/Model- 6000
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 450
		Multi-Eng - 500
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT IMMEDIATELY AFTER LIFT-OFF, THERE WAS A LOSS OF LIFT THAT RESULTED IN THE LEFT WING DIPPING & CONTACTING THE GROUND. SUBSEQUENTLY, THE ACFT ROLLED & FLIPPED OVER. THE PLT BELIEVED THE ACFT HAD ENCOUNTERED WINDSHEAR. HE NOTED THAT A THUNDERSTORM WAS BUILDING IN THE VICINITY.

Brief of Accident (Continued)

File No. - 1395

6/27/89

RIO HONDO, TX

A/C Reg. No. N4448S

Time (Lcl) - 1335 CDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. WEATHER CONDITION - WINDSHEAR
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
IMPROPER COMPENSATION FOR WIND CONDITIONS BY THE PILOT. FACTORS RELATED TO THE ACCIDENT WERE THE ADVERSE WIND
CONDITIONS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1345 7/03/89 SANGER, TX A/C Reg. No. N3353M Time (Lcl) - 1645 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	NONE	Pass 1	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-12	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 - 1625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BAR VK RANCH
Wind Dir/Speed- 030/008 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,FLT ENG	Current - YES	Total - 18250
SE LAND,ME LAND	Months Since - 2	Make/Model- 7
	Aircraft Type - DC-10	Instrument- 3038
		Multi-Eng - 16969
		Last 24 Hrs - 0
		Last 30 Days- 63
		Last 90 Days- 147
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED THE ACFT IN WHAT THEY CHARACTERIZED AS A HIGH PERFORMANCE TAKEOFF. THEY REPORTED AN INITIAL DECK ANGLE OF ABOUT 25 DEG WHICH SHALLOWED TO ABOUT 10 DEG AS THE ACFT CLIMBED THRU 200' AGL. WITH NO APPRECIABLE ACCELERATION, AT ABOUT 300', THE ACFT ENTERED A LEFT BANK AS IF TO TURN CROSSWIND. AS THE ACFT WAS TURNING, IT ENTERED A STEEP DESCENT & CRASHED. THE WIND WAS FROM THE NORTHEAST AT ABOUT 10 TO 15 KTS. THE PLT HAD LOGGED ABOUT 7 HRS IN THIS MAKE AND MODEL OF ACFT. NO EVIDENCE OF PRE-IMPACT FAILURE OF THE ACFT OR ITS SYSTEMS WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 1345

7/03/89

SANGER, TX

A/C Reg. No. N3353M

Time (Lcl) - 1645 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - 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 ADEQUATE AIRSPEED, WHICH RESULTED IN AN INADVERTENT STALL AT LOW ALTITUDE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1244

9/06/89

DENTON, TX

A/C Reg. No. N51VP

Time (Lcl) - 1624 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - NORTH AMERICAN F-51
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 14000
No. of Seats - 2

Eng Make/Model - ROLLS ROYCE V-1650-9A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1000 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

DENTON MUNICIPAL
Runway Ident - 17
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND

Age - 64

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 30000	Last 24 Hrs - UNK/NR
Make/Model- 2000	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 TAXIED THE AIRCRAFT TO THE DEPARTURE RUNWAY AND PERFORMED A NORMAL PRE-TAKEOFF RUN UP. THE AIRCRAFT WAS VIEWED BY NUMEROUS PILOTS TO DEPART TO THE SOUTH AND MAKE A NORMAL RIGHT CLIMBING TURN. DURING THE CLIMB TO THE SOUTHWEST, THE WITNESSES HEARD THE ENGINE SURGE AND STOP. THE AIRCRAFT WAS SEEN TO LEVEL AND DESCEND AS IT CONTINUED THE RIGHT TURN BACK TOWARD THE AIRPORT. IT WAS OBSERVED TO STALL AT APPROXIMATELY 100 FEET AGL PRIOR TO IMPACTING INTO THE OPEN FIELD ADJACENT THE DEPARTURE END OF THE RUNWAY. THE PILOT HAD NOT SUMPED THE FUEL SYSTEM DURING THE AIRCRAFT PRE-FLIGHT. WATER WAS FOUND IN THE FUEL SYSTEM AND POWERPLANT DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 1244

9/06/89

DENTON, TX

A/C Reg. No. N51VP

Time (Lcl) - 1624 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM - WATER
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. STALL - ENCOUNTERED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO DETECT WATER IN THE FUEL SYSTEM DURING THE PREFLIGHT WHICH SUBSEQUENTLY RESULTED IN A LOSS OF
POWER.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1350 9/10/89 AUSTIN, TX A/C Reg. No. N9687A Time (Lcl) - 1903 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 140A	Eng Make/Model - CONTINENTAL C-90	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 - 90 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	AUSTIN, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAKEWAY
Wind Dir/Speed- 070/012 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 70
Lowest Sky/Clouds - 6500 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 - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 148
SE LAND	Months Since - 2	Make/Model- 40
	Aircraft Type - C-140A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 40
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DECIDED TO MAKE A WHEEL LANDING ON RWY 34 IN WINDS THAT WERE FROM 025 DEGREES AT 10 TO 15 KNOTS. HE RPRTD THAT WHEN THE TAIL WHEEL TOUCHED DOWN, A GUST CAUGHT THE ACFT. HE THEN LOST DIRECTIONAL CONTROL. WHEN HE ATTEMPTED TO REGAIN CONTROL, THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1350

9/10/89

AUSTIN, TX

A/C Reg. No. N9687A

Time (Lcl) - 1903 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT. THE GUSTY CROSSWIND CONDITION WAS A RELATED
FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1242 9/16/89 HOUSTON, TX A/C Reg. No. N204AJ Time (Lcl) - 0855 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED		Injuries		
Type of Operation -POSITIONING	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -LANDING			0	2	0
					None
					0

-----Aircraft Information-----

Make/Model - BEECH BE 100	Eng Make/Model - P&W PT6A-28	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10600	Engine Type - TURBOPROP	
No. of Seats - 10	Rated Power - 680 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEW ORLEANS, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 040/008 KTS		Runway Ident - N/A
Visibility - 8.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FORCED LANDING	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2787
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 5
	Aircraft Type - BE-200	Make/Model- 48
		Last 30 Days- 68
		Instrument- 402
		Last 90 Days- 281
		Multi-Eng - 1464

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS ON A POSITIONING FLIGHT AND HAD TWO PASSENGERS ALONG FOR THE RIDE. THE AIRPLANE WAS ON BASE LEG WHEN THE LEFT ENGINE SPUTTERED. THE PILOT TURNED ON THE SECONDARY BOOST PUMP AND THE ENGINE OPERATED NORMALLY UNTIL BOTH ENGINES FLAMED OUT. DURING THE FORCED LANDING IN A RESIDENTIAL AREA, THE AIRPLANE HIT A POWERLINE, TREES, A HOUSE, A FIREPLUG, A TREE AND A VAN, THEN ANOTHER HOUSE. THERE WAS NO SMELL OF FUEL IN THE ENTIRE AREA, AND NO USABLE FUEL IN THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1242

9/16/89

HOUSTON, TX

A/C Reg. No. N204AJ

Time (Lcl) - 0855 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 3. FLUID,FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - RESIDENCE
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE INADEQUATE PREFLIGHT PLANNING PREPARATION & THE IMPROPER INFLIGHT PLANNING/DECISION BY THE PIC WHEN HE FAILED TO
REFUEL THE AIRCRAFT WHICH RESULTED IN A TOTAL LOSS OF POWER IN BOTH ENGINES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1296 10/23/89 NEW BOSTON, TX A/C Reg. No. N8188A Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL C-145	ELT Installed/Activated - YES-UNK/NR
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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CARLISLE, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	DEKA16, TX	
Wind Dir/Speed- 180/020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 9.0 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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 4500
SE LAND	Months Since - UNK/NR	Make/Model- 150
	Aircraft Type - C-170B	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 3
		Last 90 Days- 50
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE ENG STARTED RUNNING ROUGH DURING THE FLT AND HE SELECTED A PLACE TO LAND. DURING THE LANDING ROLL IN A FIELD, THE AIRPLANE HIT A DIRT MOUND AND THE AIRPLANE WENT UP ON ITS NOSE. EXCEPT FOR A SMALL AMOUNT OF DEBRIS AND WATER IN THE FUEL SYSTEM, NOTHING COULD BE FOUND THAT WOULD HAVE CAUSED A POWER LOSS.

Brief of Accident (Continued)

File No. - 1296

10/23/89

NEW BOSTON, TX

A/C Reg. No. N8188A

Time (Lcl) - 1200 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
A LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. THE DIRT BANK CONTACTED DURING THE LANDING IS CONSIDERED TO BE
CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1245 11/10/89 FLOYDADA, TX A/C Reg. No. N17AT Time (Lcl) - 1800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH 95	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4100	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	GRAND PRAIRIE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FLOYDADA MUNICIPAL
Wind Dir/Speed- 170/007 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1120
SE LAND, ME LAND	Months Since - 3	Make/Model- 200
	Aircraft Type - B-95	Instrument- 67
		Multi-Eng - 230
		Last 24 Hrs - 8
		Last 30 Days- 140
		Last 90 Days- 345

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE AIRPLANE WAS AT CRUISE, THE RIGHT PROPELLER SPINNER FELL OFF. THREE OR FOUR MINUTES LATER, THE RIGHT PROPELLER CAME OFF AND CUT INTO THE NOSE OF THE AIRPLANE. WITH NO ELECTRICAL POWER, AND DETERIORATED AIRPLANE CONTROL, THE PILOT MADE A WHEELS-UP LANDING ON THE DESTINATION AIRPORT. THE RIGHT PROPELLER AND THE CENTER OF THE STARTER RING WERE NOT RECOVERED. FIVE OF THE PROPELLER ATTACHMENT BOLTS REMAINED IN THE ENGINE CRANKSHAFT FLANGE. LABORATORY VISUAL INSPECTION INDICATED FOUR OF THESE BOLTS FAILED FROM FATIGUE AND THE FIFTH FAILED FROM OVERLOAD.

Brief of Accident (Continued)

File No. - 1245

11/10/89

FLOYDADA, TX

A/C Reg. No. N17AT

Time (Lcl) - 1800 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, SPINNER - SEPARATION
2. PROPELLER SYSTEM/ACCESSORIES - SEPARATION
3. PROPELLER SYSTEM/ACCESSORIES, PROP BLADE RETENTION - FATIGUE
4. FUSELAGE - PENETRATED
5. ELECTRICAL SYSTEM - FAILURE, TOTAL

Occurrence #2 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. AIRCRAFT HANDLING - RESTRICTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PROPELLER ATTACHMENT BOLTS DUE TO FATIGUE IN FOUR OF THE BOLTS AND OVERLOAD IN ANOTHER. A CONTRIBUTING
FACTOR WAS THE LOSS OF ELECTRICAL POWER AND THE DETERIORATED AIRPLANE CONTROL/PREFORMANCE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1347 11/15/89 MINERAL WELLS, TX A/C Reg. No. N422K Time (Lcl) - 1835 CST

-----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 - BEECH 95-A55	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4901	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MINERAL WELLS MUNI
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5094/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - VOR/TVOR	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1920
SE LAND,ME LAND	Months Since - 22	Make/Model- 349
	Aircraft Type - C150	Instrument- 108
		Multi-Eng - 423
		Last 24 Hrs - 3
		Last 30 Days- 82
		Last 90 Days- 232
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT AND THE DUAL STUDENT STATED THAT THE NOSE GEAR AND THEN THE MAIN GEAR COLLAPSED AFTER THE AIRPLANE TOUCHED DOWN ON ITS GEAR, WITH THE GREEN (GEAR DOWN AND LOCKED) LIGHT ON. THERE WAS EVIDENCE THAT THE GEAR WAS UP AND LOCKED WHEN THE AIRPLANE TOUCHED DOWN ON THE RUNWAY. WHEN CHECKED, ONE OF THE LNDG GEAR CIRCUIT BREAKERS (FOR THE DYNAMIC BRAKE RELAY) WOULD "POP." THE PURPOSE OF THE DYNAMIC BRAKE RELAY WAS TO KEEP THE LANDING GEAR MOTOR FROM OVERRUNNING & JAMMING IN THE UP OR DOWN POSITION. THE GEAR EXTENSION/RETRACTION SYSTEM (INCLUDING THE INDICATOR LIGHTS & WARNING HORN) OPERATED NORMALLY. ALSO, THE UP/DOWN LOCK POSIITON APPEARED TO BE CORRECT, NO PART FAILURE OR MALFUNCTION WAS FOUND THAT WOULD HAVE RESULTED IN THE ACDNT.

Brief of Accident (Continued)

File No. - 1347

11/15/89

MINERAL WELLS, TX

A/C Reg. No. N422K

Time (Lcl) - 1835 CST

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. REASON FOR OCCURRENCE UNDETERMINED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE LANDING GEAR WAS EITHER NOT FULLY EXTENDED DURING THE LANDING OR IT RETRACTED DURING THE LANDING ROLL FOR AN
UNDETERMINED REASON.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1299 11/27/89 FORT WORTH, TX A/C Reg. No. N714AE Time (Lcl) - 0230 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 -LANDING			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OKLAHOMA CITY, OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 110
SE LAND	Months Since - UNK/NR	Make/Model- 40
	Aircraft Type - UNK/NR	Instrument- 10
		Multi-Eng - 0
		Last 24 Hrs - 3
		Last 30 Days- 40
		Last 90 Days- 40
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT WAS RETURNING FROM A NIGHT CROSS-COUNTRY WHICH HE WAS USING AS INSTRUCTION FLYING FOR A HIGHER RATING. THE AIRPLANE RAN OUT OF FUEL JUST SHORT OF THE DESTINATION AIRPORT AND IMPACTED A STEEL POLE DURING THE LANDING ROLL ON A PUBLIC ROAD. NO PROBLEMS COULD BE FOUND WITH THE FUEL SYSTEM IN THE AIRPLANE. THE PILOT REPORTED THAT HE HAD BEEN TAUGHT TO LEAVE THE MIXTURE AT FULL RICH WHEN FLYING AT 3,500 FEET OR BELOW. HE HAD FLOWN THE FLIGHT AT 3,500 FEET.

Brief of Accident (Continued)

File No. - 1299

11/27/89

FORT WORTH, TX

A/C Reg. No. N714AE

Time (Lcl) - 0230 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER INITIAL TRAINING - FLIGHT INSTRUCTOR(ON GROUND)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - POLE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FUEL EXHAUSTION DUE TO THE INADEQUATE IN-FLIGHT PLANNING/DECISION BY THE PLT. A FACTOR IN THIS WAS THE IMPROPER
INITIAL TRAINING BY THE FLIGHT INSTRUCTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1295 11/27/89 CRESSON, TX A/C Reg. No. N289RL Time (Lcl) - 1215 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
					2
					1

-----Aircraft Information-----

Make/Model - PIPER PA-23-160	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 3800	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	UNK/NR	BOURLAND FIELD
Wind Dir/Speed- 340/013 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4150/ 60
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1626
SE LAND,ME LAND	Months Since - 4	Make/Model- 250
	Aircraft Type - PA-23	Instrument- 116
		Multi-Eng - 364
		Last 24 Hrs - 6
		Last 30 Days- 109
		Last 90 Days- 379

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS BEING USED FOR MULTIENGINE INSTRUCTION. THE INSTRUCTOR SAID THEY WERE MAKING A TOUCH AND GO LANDING. HE SAID THE LANDING WAS NORMAL AND THE STUDENT CLEANED UP THE AIRPLANE. THE STUDENT APPLIED FULL POWER FOR TAKEOFF AND THE AIRPLANE YAWED LEFT. THE STUDENT OVERCORRECTED AND THE AIRPLANE YAWED EXTREMELY TO THE RIGHT. THE INSTRUCTOR TOOK CONTROL OF THE AIRPLANE AND ATTEMPTED TO GET DIRECTIONAL CONTROL BUT SAID THE RUDDER WAS NOT EFFECTIVE ENOUGH. THERE WERE NO BRAKES ON THE RIGHT SIDE OF THE AIRPLANE. THE INSTRUCTOR SAID HE HAD REDUCED THE POWER TO IDLE. THE AIRPLANE LEFT THE RIGHT SIDE OF THE RUNWAY, STRUCK TREES AND A FENCE AND FENCE POST, AND CAME TO A STOP APPROXIMATELY 300 YARDS OFF THE SIDE OF THE RUNWAY, IN A SHALLOW DEPRESSION. LATER THE PASSENGER IN THE REAR SEAT DID STATE THE INSTRUCTOR HAD REACHED FOR THE THROTTLES BUT ONLY CLOSED THE RIGHT ENGINE THROTTLE, AND THE LEFT ENGINE CEASED OPERATION AFTER IMPACT WITH A FENCE POST. NO PRE-IMPACT PROBLEMS COULD BE FOUND WITH THE AIRPLANE OR POWERPLANTS.

Brief of Accident (Continued)

File No. - 1295

11/27/89

CRESSON, TX

A/C Reg. No. N289RL

Time (Lcl) - 1215 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND (CFI)
 3. BRAKES (NORMAL) - NOT POSSIBLE - PILOT IN COMMAND (CFI)
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. OBJECT - TREE(S)
 5. OBJECT - FENCE
 6. OBJECT - FENCE POST
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE FAILURE OF THE STUDENT PILOT TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE AND THE CFI'S INABILITY TO REGAIN
CONTROL. CONTRIBUTING TO THE ACCIDENT WAS THE LACK OF BRAKES ON THE CFI'S SIDE OF THE AIRPLANE.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1297 12/04/89 STEPHENVILLE, TX A/C Reg. No. N150RA Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WACO, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CLARK FIELD
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4183/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 84
SE LAND	Months Since - UNK/NR	Make/Model- 68
	Aircraft Type - UNK/NR	Instrument- 13
		Multi-Eng - 0
		Last 24 Hrs - 12
		Last 30 Days- 84
		Last 90 Days- 84
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON A SOLO INSTRUCTIONAL FLIGHT TO BUILD UP FLIGHT TIME TOWARD A HIGHER RATING. ON THE SECOND LANDING OF THIS FLIGHT, THE AIRPLANE BOUNCED AND THE PILOT STARTED A GO AROUND. THE AIRPLANE STALLED, STARTED A TURN TO THE LEFT, IMPACTED TREES AND THEN THE TERRAIN. THE PILOT STATED THAT EVERYTHING WENT BLANK BEFORE THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 1297

12/04/89

STEPHENVILLE, TX

A/C Reg. No. N150RA

Time (Lcl) - 1600 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ABORTED

Finding(s)

1. ABORTED LANDING - INITIATED - PILOT IN COMMAND
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO MAINTAIN ADEQUATE AIRSPEED DURING A GO-AROUND WHICH RESULTED IN A STALL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1302

12/05/89

TOMBALL, TX

A/C Reg. No. N8426B

Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	2
Accident Occurred During	-TAKEOFF	Pass 0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
ON GROUND

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-34
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4750
No. of Seats - 6

Eng Make/Model - CONTINENTAL L/TSIO-360
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 220 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 220/006 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
HOUSTON, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

DAVID WAYNE HOOKS

Runway Ident - 17

Runway Lth/Wid - 7000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2083

Make/Model- 101

Instrument- 328

Multi-Eng - 192

Last 24 Hrs - 1

Last 30 Days- 34

Last 90 Days- 126

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS WAS A COMBINATION PERSONAL, BUSINESS & INSTRUCTIONAL FLT. THE INSTRUCTOR PLT (CFI) WAS IN THE RGT FRONT SEAT & THE OTHER PLT (WITH SINGLE/MULTI-ENG, COMMERCIAL RATINGS) WAS IN THE LEFT FRONT SEAT. ACCORDING TO ONE OF THE PLTS, THE NOSE GEAR COLLAPSED AS THE ACFT WAS ON THE TAKEOFF ROLL. SUBSEQUENTLY, THE ACFT IMPACTED A RWY LIGHT & A TAXIWAY INDICATOR, CROSSED A TAXIWAY & HIT A DITCH. WHEN THE TAXIWAY INDICATOR LIGHT STRUCTURE WAS HIT, THE LEFT WING WAS DAMAGED & IT ERUPTED WITH FIRE. NO REASON WAS FOUND FOR THE NOSE GEAR TO RETRACT OR COLLAPSE.

Brief of Accident (Continued)

File No. - 1302

12/05/89

TOMBALL, TX

A/C Reg. No. N8426B

Time (Lcl) - 1730 CST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, NOSE GEAR - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - ABORTED

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE -
3. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - ABORTED

Finding(s)

4. OBJECT - RUNWAY LIGHT

Occurrence #4 FIRE
Phase of Operation TAKEOFF - ABORTED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
COLLAPSE OF THE NOSE GEAR FOR AN UNDETERMINED REASON.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1348 12/27/89 STEPHENVILLE, TX A/C Reg. No. N1691N Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - BELLANCA 8KCAB	Eng Make/Model - LYCOMING IO-320-E1A	ELT Installed/Activated - UNK/NR
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 - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	STEPHENVILLE, TX	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 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)
COMMERCIAL	Current - YES	Total - 7926
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 53
	Aircraft Type - C310K	Instrument- 2756
		Multi-Eng - 6726
		Last 24 Hrs - 0
		Last 30 Days- 18
		Last 90 Days- 74
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE HAD BEEN LANDED IN A SMALL FIELD BY ANOTHER PILOT AFTER THE ENGINE LOST POWER. REPAIRS WERE MADE AND THIS PILOT VOLUNTEERED TO FLY THE AIRPLANE OUT OF THE SMALL FIELD. THE FIELD WAS BETWEEN TWO FENCES. ROUGHLY 900 FEET WAS AVAILABLE AND PART OF IT WAS CLEARED OF TALL WEEDS. THE PILOT SAID HE ATTEMPTED A FULL POWER, SHORT FIELD TAKEOFF; HOWEVER, THE MAIN GEAR HIT THE TOP WIRE OF A FENCE. THE WIRE BROKE FREE OF THE FENCE AND STRUCK THE FUSELAGE AND RUDDER. THE AIRPLANE BECAME DIFFICULT TO CONTROL IN ROLL, AND STARTED TO LOSE ALTITUDE. THE PILOT REDUCED POWER AND THE AIRPLANE IMPACTED THE GROUND, LEFT WING AND LEFT GEAR FIRST.

Brief of Accident (Continued)

File No. - 1348

12/27/89

STEPHENVILLE, TX

A/C Reg. No. N1691N

Time (Lcl) - 1615 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - FENCE
 2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 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:
IMPROPER PLANNING/DECISION BY THE PILOT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1291 6/09/89 HALLS CROSSING, UT A/C Reg. No. N9515Y Time (Lcl) - 1100 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	5
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	MONTROSE, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HALLS CROSSING
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 16
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3865/ 65
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 890
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - C-310	Make/Model- 500
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - UNK/NR
		Multi-Eng - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID HE LANDED ON RWY 16, A 3,865 X 65 FT DIRT RWY, WITH CALM WINDS. THE PLT SAID THAT DURING LANDING ROLL, HE APPLIED BRAKES AND FOUND THAT THERE WAS NO BRAKING ACTION. THE AIRPLANE RAN OFF THE SOUTH END OF THE RWY AND DOWN A 30 FT EMBANKMENT. A POST ACCIDENT INSPECTION PROVIDED NO EVIDENCE TO EXPLAIN THE REPORTED BRAKE MALFUNCTION.

Brief of Accident (Continued)

File No. - 1291

6/09/89

HALLS CROSSING, UT

A/C Reg. No. N9515Y

Time (Lcl) - 1100 MDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
INADEQUATE AIRCRAFT HANDLING BY THE PILOT, RESULTING IN A RUNWAY OVERRUN.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1363 7/27/89 WEST JORDAN, UT A/C Reg. No. N2473J Time (Lcl) - 2030 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150G	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SALT LAKE #2
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6100/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 507
SE LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - C150	Make/Model- 67
		Instrument- 5
		Last 30 Days- 10
		Last 90 Days- 25
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PLT & HIS SON WERE PRACTICING TAKEOFFS & LANDINGS ON RWY 16 AT DUSK. THE WINDS WERE ESTIMATED TO BE FM 160 DEG AT 5 KTS. THE PLT SAID HE TOOK OFF, & WHILE TURNING X-WIND, THE ENG STOPPED RUNNING. HE ROCKED THE WINGS IN AN ATTEMPT TO RESTORE FUEL TO THE ENG, BUT TO NO AVAIL. HE TURNED THE PLANE BACK TOWARD THE ARPT & LANDED ON TERRAIN EAST OF THE RWY. THE LANDING GEAR STRUCK AN IRRIGATION DITCH & WAS DAMAGED AS THE PLANE SKIDDED TO A HALT ON THE SOUTHEAST EDGE OF RWY 16. A POST-ACDNT EXAM REVEALED NO FUEL WAS REMAINING IN THE GASCOLATOR & LESS THAN 1 QT OF FUEL WAS IN THE TANKS. AFTER THE TANKS WERE DRAINED, THE FUEL GAGES INDCD THAT THE LEFT TANK WAS EMPTY & THAT THE RIGHT TANK WAS 1/4 FULL.

Brief of Accident (Continued)

File No. - 1363

7/27/89

WEST JORDAN, UT

A/C Reg. No. N2473J

Time (Lcl) - 2030 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. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 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:
INADEQUATE PREFLIGHT BY THE PILOT, WHICH RESULTED IN FUEL EXHAUSTION, DUE TO HIS MISJUDGEMENT OF THE
FUEL SUPPLY. FACTORS RELATED TO THE ACCIDENT WERE: A FALSE FUEL GAGE INDICATION, AND THE DITCH IN
THE EMERGENCY LANDING AREA.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1368 11/28/89 PARK CITY, UT A/C Reg. No. N62268 Time (Lcl) - 1445 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	1	0	0
Pass 1	3	1	0

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 133
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - AEROSPATIALE SA316B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 4850
No. of Seats - 6

Eng Make/Model - TURBOMECA ARTOUSTE IIIB
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 543 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
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 49

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - BH-206L

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 17000	Last 24 Hrs - 3
Make/Model- 1625	Last 30 Days- 47
Instrument- UNK/NR	Last 90 Days- 73
Multi-Eng - UNK/NR	Rotorcraft - 16882

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER WAS BEING USED ON AN EXTERNAL LOAD OPERATION TO MOVE EQUIPMENT FROM THE SIDE OF A MOUNTAIN. A 100 FT CABLE WAS STILL ATTACHED TO THE HELICOPTER WHEN WORKERS NEEDED TO BE TRANSPORTED UP THE HILL. WITNESSES REPORTED THE PILOT INITIATED A NORMAL TAKEOFF, INSTEAD OF A VERTICAL TAKEOFF, WHICH HE HAD BEEN USING WITH THE CABLE ATTACHED. DURING THE TAKEOFF, THE HOOK ON THE END OF THE CABLE SNAGGED ON AN EQUIPMENT TRAILER. THE HOOK BROKE FREE OF THE TRAILER AND THE CABLE REBOUNDED INTO THE MAIN ROTOR BLADES. THE HELICOPTER THEN BECAME UNCONTROLLABLE AND CRASHED.

Brief of Accident (Continued)

File No. - 1368

11/28/89

PARK CITY, UT

A/C Reg. No. N62268

Time (Lcl) - 1445 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. VERTICAL TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 2. OBJECT - VEHICLE
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 4. EXTERNAL LOAD SLING/HARNESS - ENTANGLED
 5. ROTOR SYSTEM, MAIN ROTOR BLADE - FOREIGN OBJECT DAMAGE
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FAILURE OF THE PILOT TO MAKE A VERTICAL TAKEOFF, WHILE DEPARTING WITH A CABLE ATTACHED, AND HIS FAILURE
TO INSURE THE CABLE REMAINED CLEAR OF THE TRAILER. THE TRAILER (VEHICLE) WAS A CONTRIBUTING FACTOR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1223 5/01/89 BURLINGTON,VT A/C Reg. No. N45981 Time (Lcl) - 1515 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 -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING 0-235-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	BURLINGTON,VT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BURLINGTON
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 19
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 71
	Months Since - N/A	Make/Model- 71
	Aircraft Type - N/A	Instrument- 3
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE SOLO STUDENT PLT WAS PRACTICING TOUCH & GO LANDINGS WHEN THE ACCIDENT OCCURRED. DURING THE SECOND TAKEOFF THE ACFT VEERED TO THE LEFT. ATTEMPTS TO REGAIN CONTROL WERE UNSUCCESSFUL. THE PLT DECREASED POWER AND APPLIED BRAKES; HOWEVER, THE ACFT CONTINUED OFF THE SIDE OF THE RWY INTO A GRASS AREA WHERE IT CONTACTED A DITCH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1223

5/01/89

BURLINGTON, VT

A/C Reg. No. N45981

Time (Lcl) - 1515 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

2. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - ABORTED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE STUDENT PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1205 5/08/89 WOODLAND,WA A/C Reg. No. CGREV Time (Lcl) - 1900 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING 0-320-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	SNOHOMISH,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WOODLAND,WA	WOODLAND
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 15
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1965/ 25
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 48
SE LAND	Months Since - 1	Make/Model- 4
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A PLEASURE CROSS COUNTRY FLIGHT, WHILE ON FINAL APPROACH, THE ENGINE LOST POWER. A FORCED LANDING WAS MADE SHORT OF THE RUNWAY. POST CRASH INSPECTION OF THE AIRPLANE REVEALED THAT THE FUEL TANKS WERE EMPTY OF USABLE FUEL.

Brief of Accident (Continued)

File No. - 1205

5/08/89

WOODLAND,WA

A/C Reg. No. CGREV

Time (Lcl) - 1900 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TOUCHDOWN - ABRUPT - PILOT IN COMMAND
5. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S POOR PLANNING AND INADEQUATE CALCULATION OF FUEL CONSUMPTION WHICH RESULTED IN FUEL EXHAUSTION.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1204 5/15/89 COPALIS BEACH, WA A/C Reg. No. N8978R Time (Lcl) - 1150 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CHAMPION 7GCB	Eng Make/Model - LYCOMING O-320-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	OLYMPIA, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COPALIS BEACH, WA	COPALIS STATE
Wind Dir/Speed- 260/013 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2600
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 125
	Aircraft Type - C-141	Instrument- UNK/NR
		Multi-Eng - 2300
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 230
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LANDED ON SOFT SAND ON A CLOSED BEACH AIRSTrip, RESULTING IN AN OVERSTRESS FRACTURE OF THE LEFT MAIN LANDING GEAR STRUT DURING LANDING ROLL. THE WINGS AND FUSELAGE WERE DAMAGED BY IMPACT WITH THE GROUND DURING AN ABRUPT SWERVE AFTER THE LANDING GEAR STRUT COLLAPSED.

Brief of Accident (Continued)

File No. - 1204

5/15/89

COPALIS BEACH, WA

A/C Reg. No. N8978R

Time (Lcl) - 1150 PDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. TERRAIN CONDITION - SOFT
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SAND BAR
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO PERFORM THE NECESSARY PREFLIGHT PLANNING AND PREPARATION WHICH RESULTED IN THE SELECTION
OF UNSUITABLE TERRAIN FOR LANDING. CONTRIBUTING TO THE ACCIDENT WAS THE SOFT SAND BAR.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1207 6/28/89 LOPEZ,WA A/C Reg. No. N4744T Time (Lcl) - 1620 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model - MAULE M4-210	Eng Make/Model - CONTINENTAL IO-360-A	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	EVERETT,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LOPEZ ISLAND
Wind Dir/Speed- 140/008 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2900/ 60
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 8000 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 - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 18000
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Last 30 Days- 20
		Last 90 Days- 10
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT GROUND LOOPED DURING LANDING GROUND ROLL, RESULTING IN SUBSTANTIAL DAMAGE TO BOTH WINGS AND THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 1207

6/28/89

LOPEZ,WA

A/C Reg. No. N4744T

Time (Lcl) - 1620 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL
1. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT DID NOT MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE DURING THE LANDING ROLL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1220 6/28/89 ORCHARDS,WA A/C Reg. No. N8986C Time (Lcl) - 1800 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	0	1
				0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-20	Eng Make/Model	- LYCOMING 0-320-A2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1950	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	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 290/010 KTS	CLARK CO.	
Visibility	- 30.0 SM	Runway Ident	- 25
Lowest Sky/Clouds	- 8000 FT SCATTERED	Runway Lth/Wid	- 2800/ 50
Lowest Ceiling	- 12000 FT OVERCAST	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 86
SE LAND,ME LAND	Months Since - 11	Make/Model	- 59
	Aircraft Type - C-150H	Instrument	- 0
		Last 24 Hrs	- 0
		Last 30 Days	- 3
		Last 90 Days	- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT WAS NOT ALIGNED WITH THE LANDING RUNWAY. HE INDICATED THAT HE LOST CONTROL AND THE AIRCRAFT IMPACTED THE GROUND DURING THE ENSUING GROUND LOOP.

Brief of Accident (Continued)

File No. - 1220

6/28/89

ORCHARDS, WA

A/C Reg. No. N8986C

Time (Lcl) - 1800 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)
2. GROUND LOOP/SWERVE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE FAILURE OF THE PILOT TO ALIGN THE AIRCRAFT WITH THE LANDING RUNWAY ON TOUCHDOWN AND HIS FAILURE TO MAINTAIN
DIRECTIONAL CONTROL DURING LANDING GROUND ROLL, RESULTING IN A GROUND LOOP.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1208 7/17/89 ARLINGTON, WA A/C Reg. No. N38AM Time (Lcl) - 2015 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - MIRSEPASY 3Q2	Eng Make/Model - REVEMASTER 2100DQ	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ARLINGTON
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 232
SE LAND	Months Since - 1	Make/Model- 1
	Aircraft Type - C-172	Instrument- 24
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE BEGAN RUNNING ROUGH DURING A LOCAL FLIGHT. THE PILOT RETURNED TO THE AIRPORT WHERE DURING THE LANDING ROLL ON A CLOSED RUNWAY, THE NOSE GEAR COLLAPSED. THE AIRPLANE SLID DOWN THE RUNWAY COMING TO REST INVERTED. THE PILOT REPORTED THAT THE REASON FOR THE LOSS OF POWER WAS THE FUEL LINE WAS BLOCKED.

Brief of Accident (Continued)

File No. - 1208

7/17/89

ARLINGTON,WA

A/C Reg. No. N38AM

Time (Lcl) - 2015 PDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation UNKNOWN

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL SYSTEM,LINE - BLOCKED(PARTIAL)

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
FUEL STARVATION DUE TO A BLOCKED FUEL LINE WHICH RESULTED IN THE PILOT HAVING TO LAND ON UNSUITABLE TERRAIN.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1221

7/30/89

NEWPORT, WA

A/C Reg. No. N14HS

Time (Lcl) - 1145 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		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 -TAKEOFF

Fire

NONE

-----Aircraft Information-----

Make/Model - ABBOTT GYROPLANE

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 600

No. of Seats - 1

Eng Make/Model - BOMBARDIER 532

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- UNK/NR

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PRIEST RIVER, ID

Destination

UNKNOWN

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

SHAGO BROTHERS

Runway Ident - UNK/NR

Runway Lth/Wid - 700 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

GYROPLANE

Age - 65

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 692

Make/Model- 9

Instrument- 0

Last 24 Hrs - 2

Last 30 Days- 9

Last 90 Days- 9

Rotorcraft - 9

Instrument Rating(s) - NONE

-----Narrative-----

DURING A TAKEOFF FROM A ROUGH GRASSY AIRSTRIP, THE GYROPLANE HAD NOT ATTAINED SUFFICIENT AIRSPEED FOR LIFTOFF AT MID-FIELD. THE PILOT ABORTED THE TAKEOFF AND APPLIED THE BRAKES. THE GYROPLANE DID NOT HAVE SUFFICIENT ROOM TO STOP BEFORE COLLIDING WITH A FENCE AND A BUILDING. THE PILOT REPORTED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE GYROPLANE AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1221

7/30/89

NEWPORT, WA

A/C Reg. No. N14HS

Time (Lcl) - 1145 PDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - ABORTED

1. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 2. OBJECT - BUILDING (NONRESIDENTIAL)
 3. OBJECT - FENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S SELECTION OF UNSUITABLE TERRAIN AND THE DELAY IN ABORTING THE TAKEOFF.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1261 9/28/89 MT. HOREB,WI A/C Reg. No. N44502 Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire	Crew	0	Serious	Minor	None
Type of Operation -BUSINESS	NONE	Pass	0	0	0	1
Flight Conducted Under -14 CFR 91			0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING 0-360-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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SIOUX FALLS,SD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GONSTEAD
Wind Dir/Speed- 250/015 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2150/ 85
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 412
SE LAND	Months Since - 41	Make/Model- 355
	Aircraft Type - PA28180	Instrument- 2
		Last 24 Hrs - 6
		Last 30 Days- 14
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT TOUCHED DOWN FAST IN GUSTY CROSSWIND CONDITIONS AND DID NOT STOP PRIOR TO THE DEPARTURE END OF THE RUNWAY, WHERE IT COLLIDED WITH EVERGREEN TREES. THE LANDING WAS THE FIRST LANDING MADE SINCE THE INSTALLATION OF A SET OF NEW METALLIC BRAKE LININGS. POST-ACCIDENT INVESTIGATION REVEALED EXCESSIVELY WORN BRAKE DISCS AND LININGS. THE PILOT INDICATED THAT RECOMMENDED BRAKE LINING BREAK-IN PROCEDURES HAD NOT BEEN ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 1261

9/28/89

MT. HOREB, WI

A/C Reg. No. N44502

Time (Lcl) - 1700 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
4. AIRSPEED (VREF) - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO FOLLOW PROPER PROCEDURES FOR BREAKING-IN NEW BRAKES AND THE EXCESSIVE TOUCHDOWN SPEED.
CONTRIBUTING FACTORS WERE THE WORN BRAKES.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1285 12/09/89 CABLE,WI

A/C Reg. No. N7988M

Time (Lcl) - 1035 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew				
Pass	0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - BEECHCRAFT V35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BA2
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 210/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EDEN PRAIRIE,MN
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

CABLE UNION
Runway Ident - 16
Runway Lth/Wid - 3700/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - V35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2047 Last 24 Hrs - 1
Make/Model- 1544 Last 30 Days- 22
Instrument- 422 Last 90 Days- 75
Multi-Eng - 208

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT THE AIRCRAFT ENCOUNTERED GUSTY (RIGHT) CROSSWIND CONDITIONS DURING THE LANDING FLARE. THE LEFT WING TIP AND THE LEFT MAIN LANDING GEAR CONTACTED THE RUNWAY FIRST, AND THE AIRCRAFT SKIDDED AROUND TO THE LEFT, COMING TO A STOP 180 DEGREES FROM THE RUNWAY HEADING.

Brief of Accident (Continued)

File No. - 1285

12/09/89

CABLE,WI

A/C Reg. No. N7988M

Time (Lcl) - 1035 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S FAILURE TO ADEQUATELY COMPENSATE FOR CROSSWIND CONDITIONS. CONTRIBUTING TO THE ACCIDENT WAS THE GUSTY,
CROSSWIND CONDITIONS WHICH EXISTED.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1284 12/10/89 MIDDLETON,WI A/C Reg. No. N75912 Time (Lcl) - 1345 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172N II	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MOREY
Wind Dir/Speed- 010/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2230/ 135
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 10000 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 - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1043
SE LAND	Months Since - 9	Make/Model- 1039
	Aircraft Type - C-172N	Instrument- 96
		Multi-Eng - 1
		Last 24 Hrs - 1
		Last 30 Days- 7
		Last 90 Days- 42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ABOUT 45 MINUTES OF LOCAL FLIGHT TO PRACTICE AIRWORK, THE PILOT RETURNED TO THE AIRPORT, INTENDING TO PRACTICE SHORT-FIELD LANDINGS ON THE TURF RUNWAY. THE PILOT REPORTED THAT HE USED THE SAME PROCEDURES (10 DEGREES OF FLAPS ABEAM THE THRESHOLD ON DOWNWIND, WITH FULL FLAPS ADDED JUST PRIOR TO TOUCHDOWN TO "LIFT" THE AIRCRAFT TO THE TOUCHDOWN POINT) FOR THE FIRST TWO LANDINGS, AND THEY WERE UNEVENTFUL. THE PILOT STATED THAT WHILE ON BASE LEG FOR THE THIRD APPROACH, HE JUDGED HE WAS TOO HIGH, SO HE ADDED FLAPS TO 20 DEGREES. WHEN FULL FLAPS WERE ADDED JUST PRIOR TO TOUCHDOWN, THE AIRCRAFT NOSED DOWN AND STRUCK THE GROUND SHORT OF THE END OF THE RUNWAY. THE NOSE GEAR COLLAPSED AND THE AIRCRAFT NOSED OVER, COMING TO REST INVERTED. THE PILOT STATED THAT HE SHOULD HAVE ADDED POWER TO GET HIM TO THE RUNWAY, INSTEAD OF RELYING ON THE FLAPS TO "LIFT" THE AIRCRAFT TO THE TOUCHDOWN POINT.

Brief of Accident (Continued)

File No. - 1284

12/10/89

MIDDLETON,WI

A/C Reg. No. N75912

Time (Lcl) - 1345 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LOWERING OF FLAPS - IMPROPER USE OF - PILOT IN COMMAND
 2. AIRCRAFT CONTROL - INADEQUATE - PILOT IN COMMAND
 3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S IMPROPER USE OF FLAPS TO PROVIDE LIFT ON SHORT FINAL APPROACH INSTEAD OF APPLYING POWER AND THE FAILURE
TO MAINTAIN AIRCRAFT CONTROL.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1257 12/18/89 LACROSSE,WI A/C Reg. No. N704NP Time (Lcl) - 1432 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL 0-200-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 - UNK/NR	ROCKFORD, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LACROSSE,WI	
Wind Dir/Speed- 350/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - VFR	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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 51
	Months Since - N/A	Make/Model- 33
	Aircraft Type - N/A	Instrument- 1
		Last 24 Hrs - 3
		Last 30 Days- 12
		Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT SHORTLY AFTER INITIATING HIS DESCENT TO HIS DESTINATION AIRPORT, THE ENGINE STARTED TO RUN ROUGH, AND THEN QUIT. THE STUDENT WAS UNABLE TO GLIDE TO THE AIRPORT AND EXECUTED A FORCED LANDING IN A RESIDENTIAL AREA. THE AIRCRAFT COLLIDED WITH WIRES AND TREES DURING ITS EMERGENCY DESCENT. POST-ACCIDENT EXAMINATION OF THE AIRCRAFT REVEALED NO EVIDENCE OF USEABLE FUEL IN THE FUEL TANKS, AND THERE WAS NO INDICATION OF FUEL SPILLAGE AT THE ACCIDENT SITE. THE STUDENT PILOT STATED THAT HE HAD NOT REFUELED THE AIRCRAFT BEFORE DEPARTING ON THIS, THE SECOND LEG OF HIS SOLO CROSS COUNTRY.

Brief of Accident (Continued)

File No. - 1257

12/18/89

LACROSSE,WI

A/C Reg. No. N704NP

Time (Lcl) - 1432 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
4. FLUID,FUEL - EXHAUSTION
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. OBJECT - WIRE,TRANSMISSION
7. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE STUDENT PILOT'S IMPROPER PRE-FLIGHT PLANNING/PREPARATION, WHICH DID NOT INCLUDE A PLAN TO REFUEL THE AIRCRAFT AS
NECESSARY. THE STUDENT PILOT'S LACK OF TOTAL EXPERIENCE CONTRIBUTED TO THIS ACCIDENT, AS DID THE CFI'S INADEQUATE
SUPERVISION OF THE STUDENT.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1397 12/09/89 MORGANTOWN,WV A/C Reg. No. N7485L Time (Lcl) - 0930 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation	-EXECUTIVE/CORPORATE	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-TAXI			0	0	0	1
							0

-----Aircraft Information-----

Make/Model	- PIPER PA-31	Eng Make/Model	- LYCOMING TIO-540-82C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- TELEPHONE		
Completeness	- FULL	Airport Data	
Basic Weather	- VMC	HART FIELD	
Wind Dir/Speed-	070/005 KTS	Runway Ident	- 18
Visibility	- 20.0 SM	Runway Lth/Wid	- 5199/ 150
Lowest Sky/Clouds	- CLEAR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Runway Status	- ICE COVERED
Obstructions to Vision-	NONE		SNOW - WET
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	Current - YES	Total	- 5600
SE LAND,ME LAND	Months Since - 5	Make/Model-	2100
	Aircraft Type - BE-100	Instrument-	2630
		Multi-Eng -	4500
		Last 24 Hrs	- 2
		Last 30 Days-	78
		Last 90 Days-	225
		Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS TAXIING TO PARK ON THE RAMP WHEN THE ACCIDENT OCCURRED. HE HAD BEEN CAUTIONED ABOUT THE ICE AND SNOW ON THE RAMP AFTER HE LANDED. THE PLT REPORTED THAT AS HE TURNED THE ACFT TO PARK, ICE WAS ENCOUNTERED. UNABLE TO CONTROL THE ACFT WITH USE OF BRAKES AND STEERING, HE APPLIED DIFFERENTIAL ENG PWR. THE ACFT CONTINUED TO SLIDE AND THE LEFT WING CONTACTED A POST ON THE RAMP AREA PERIMETER FENCE. THE ACFT WAS BEING GUIDED INTO THE PARKING AREA BY LINE PERSONNEL. ACCORDING TO A WITNESS, THE ACFT WAS TRAVELING AT A SPEED WHICH WAS NOT COMMENSURATE WITH THE SNOW AND ICE CONDITIONS.

Brief of Accident (Continued)

File No. - 1397

12/09/89

MORGANTOWN,WV

A/C Reg. No. N7485L

Time (Lcl) - 0930 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - ICY
2. TAXISPEED - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

3. OBJECT - FENCE POST

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT'S EXCESSIVE TAXI SPEED. ICE ON THE RAMP AND THE LOCATION OF THE FENCE WERE RELATED FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1342 8/05/89 LOVELL,WY A/C Reg. No. N9661Y Time (Lcl) - 1845 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -MANEUVERING			0	0	0
					None

-----Aircraft Information-----

Make/Model - BEECH P35	Eng Make/Model - CONTINENTAL IO-470-N	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3125	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BILLINGS,MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM		Runway Ident - N/A
Visibility - 40.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - 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)
COMMERCIAL	Current - YES	Total - 1621
SE LAND	Months Since - 12	Make/Model- 1171
	Aircraft Type - BE-P35	Instrument- 171
		Last 24 Hrs - 0
		Last 30 Days- 12
		Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS FLYING TWO RELATIVES AND A FRIEND ON A FLIGHT OVER MOUNTAINOUS TERRAIN. HE SAID HE FLEW UP A CANYON. AS HE APCHD THE UPPER END, HE DISCOVERED THAT THE PLANE COULD NOT CLIME FAST ENOUGH TO CLEAR THE TERRAIN & THERE WAS NOT ENOUGH ROOM TO TURN AROUND. AN EMERGENCY LANDING WAS MADE IN A STAND OF TREES. AS THE PLANE DESCENDED THROUGH THE TREES, THE WINGS, TAIL, AND ENGINE WERE SEVERED, BUT THE CABIN SECTION REMAINED INTACT. THE ELT ACTIVATED & SEARCH PERSONNEL RESCUED THE SURVIVORS THE NEXT MORNING. ELEVATION OF THE ACDNT SITE WAS ABOUT 7900 FT; DENSITY ALT WAS ESTD TO BE ABOUT 10,000 FT.

Brief of Accident (Continued)

File No. - 1342

8/05/89

LOVELL,WY

A/C Reg. No. N9661Y

Time (Lcl) - 1845 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. TERRAIN CONDITION - RISING
 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 5. OBJECT - TREE(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:
IMPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT, WHICH RESULTED IN INSUFFICIENT ALTITUDE TO CONTINUE OUT OF THE
CANYON OR TURN AROUND. THE TERRAIN AND HIGH DENSITY ALTITUDE WERE RELATED FACTORS.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1386 9/18/89 AFTON, WY A/C Reg. No. N739XX Time (Lcl) - 0130 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During -CRUISE			1	0	0

-----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 - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	POCATELLO, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	RAWLINS, WY	
Wind Dir/Speed- 280/017 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 - BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 144
SE LAND	Months Since - 15	Make/Model- 75
	Aircraft Type - C152	Instrument- 11
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

AS THE NON-INSTRUMENT RATED PLT WAS RETURNING FROM A X-COUNTRY FLT AT NIGHT, THE ACFT CRASHED ON RISING TERRAIN. IMPACT OCCURRED AT AN ELEVATION OF ABOUT 10,300 FT, NEAR THE TOP OF A MTN RIDGE. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. AN INVESTIGATION REVEALED THERE WAS A FAST MOVING COLD FRONT IN THE AREA WITH TSTMS. ABOUT 30 MI SE AT ROCK SPRINGS, WY, THE WX WAS IN PART: 1300 FT BROKEN, 5 MI VIS WITH RAIN, WIND FM 280 DEG AT 17 GUSTING 22 KTS.

Brief of Accident (Continued)

File No. - 1386

9/18/89

AFTON, WY

A/C Reg. No. N739XX

Time (Lcl) - 0130 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - THUNDERSTORM
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. LACK OF TOTAL INSTRUMENT TIME - 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 NON-INSTRUMENT RATED PILOT'S CONTINUED FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC) AND
HIS FAILURE TO MAINTAIN SUFFICIENT ALTITUDE TO CLEAR THE TERRAIN. FACTORS RELATED TO THE ACCIDENT WERE:
DARKNESS, ADVERSE WEATHER CONDITIONS, AND RISING/MOUNTAINOUS TERRAIN.



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