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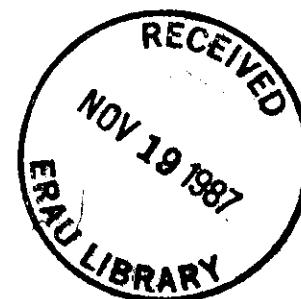
NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20584

AVIATION SPECIAL REPORT

REVIEW OF
ALCOHOL AS A CAUSE FACTOR
CALENDAR YEAR 1983

NTSB/ASR-86/01



UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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16. Abstract This publication contains Briefs of 1983 aviation accidents which involved alcohol use by the pilot-in-command. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. This publication is issued once each year.			
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REVIEW OF 1983 ALCOHOL-INVOLVED AVIATION ACCIDENTS

This publication contains the briefs of 1983 aviation accidents which involved alcohol use 1/ by the pilot-in-command; there were 44 such aviation accidents (36 of which were fatal). In 39 of these accidents (36 of which were fatal), toxicological tests provided positive evidence of alcohol present in the pilot-in-command. Information, such as witness reports, gathered during the accident investigations provided evidence of alcohol use in the other 5 accidents.

Table 1 compares alcohol involvement in all aviation accidents (air carrier and general aviation) that occurred in 1983 with those that occurred from 1975 through 1981.2/ Data in the table indicate that alcohol was involved in 9.1 percent of all aviation accidents in 1983 in which valid toxicology tests were conducted.3/ Although this is somewhat lower than the mean of the years 1975 through 1981 (the mean was 10.1), it is not a statistically significant difference. Approximately 74 percent of the pilots fatally injured in accidents in 1983 were tested for alcohol, a level comparable to that of previous years.

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- 1/ For the purpose of this review, an alcohol-involved accident is one in which alcohol was cited by the Safety Board as a cause or a factor; or one in which the tests of the pilot for alcohol were positive or one in which the witnesses established that alcohol had been used by the pilot.
 - 2/ Aviation accidents that occurred from 1975 through 1981 were reviewed to determine the extent of alcohol involvement in these accidents. The findings were reported in NTSB Safety Study SS-84-03 "Statistical Review of Alcohol -Involved Aviation Accidents."
 - 3/ Most of the accidents in which toxicological tests are performed are fatal but tests are made in some non-fatal crashes. Therefore, the results from these accidents should not be extrapolated to aviation accidents of all severities. The results, however, probably do reflect the level of alcohol involvement in fatal general aviation accidents.

A comparison of the alcohol involved accidents by type of flying, i.e. general aviation, air taxi/commuter, revealed that there were no commuter accidents which involved alcohol in 1983 and only four such accident from 1975 through 1981. In 1983 there also were no on-demand air taxi accidents which involved alcohol; from 1975 through 1981 there were 16 such accidents. In 1983 about 9.6 percent of the general aviation accidents with valid toxicology tests, were positive for alcohol. From 1975 to 1981, about 10.5 percent of the general aviation accidents involved alcohol.

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Table 1.-A comparison of alcohol involvement in 1983 aviation accidents with alcohol involvement in aviation accidents that occurred from 1975 to 1981 (from NTSB Safety Study SS-84-03)

	<u>1983</u>	<u>1981</u>	<u>1980</u>	<u>1979</u>	<u>1978</u>	<u>1977</u>	<u>1976</u>	<u>1975</u>
All accidents	3,258	3,715	3,820	4,061	4,498	4,306	4,217	4,232
Fatal accidents	586	707	675	687	794	706	704	674
Valid toxicology tests*	430	524	481	500	553	506	494	478
Positive alcohol tests	39	55	60	39	54	48	52	30
Percent positive	9.1	10.5	12.5	7.8	9.8	9.5	10.5	10.5
Other known alcohol-involved accidents**	5	9	5	9	18	24	19	19
Total alcohol-involved accidents	44	64	65	47	72	72	71	69

*"Valid toxicology tests" are those in which samples were adequate for testing for alcohol, and appropriate testing was performed. Toxicological tests are not always possible. Most of the accidents in which toxicological tests are performed are fatal, but some are nonfatal.

**The category "Other known alcohol-involved accidents" comprises fatal and nonfatal accidents in which alcohol involvement was determined from witness statements.

FILE ORDER LISTING

ALCOHOL AS A CAUSAL FACTOR

CALENDAR YEAR 1983

File Order Listing

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
102	29757	011383	SUNRIVER, OR	BELLanca	8KCAB	FATAL	62
249	95341	042383	LEBANON, OR	PIPER	PA-28-140	FATAL	64
335	6532B	051383	EDMONDS, WA	MONEY	M20	FATAL	84
453	4755M	030683	COPPERPOLIS, CA	BEACH	V35B	FATAL	14
468	28808	040383	WAIMANALO, OAHU, HI	GRUMMAN AMER	AA-5B	FATAL	38
556	89225	010683	LA BELLE, FL	CESSNA	152	FATAL	22
705	2832V	032083	DOS PALOS, CA	CESSNA	150M	FATAL	16
837	1423	073083	BIG LAKE, AK	GRUMMAN	G-44A	FATAL	6
926	5533Z	081483	NR JACKPOT, NV	PIPER	PA-22-108	FATAL	54
1107	193H	080683	WISCASSET, ME	BEACH	S35	FATAL	44
1159	4BX	020383	LA PORTE, TX	CESSNA	P337H	MINOR	68
1376	81416	021383	WINTER HAVEN, FL	ROCKWELL INT	690A	FATAL	26
1461	4320C	021283	ASTATULA, FL	AERONCA	7EC	FATAL	24
1473	6874J	083183	EVERETT, WA	PIPER	PA-28-140	FATAL	86
1504	48825	102783	CLIFTON, TN	CESSNA	152	SERIOUS	66
1710	5326R	080483	ENOSBURG FALLS, VT	MAREIK-BENSE	B-8M	FATAL	18
1733	7045	061883	SANTA MARIA, CA	PIPER	PA-23F-250	FATAL	78
1793	63808	021583	MOAB, UT	CESSNA	180	SERIOUS	2
1847	2345C	040283	PALMER, AK	PIPER	PA-28R-200	MINOR	34
1856	4992S	090383	ST. SIMONS ISL., GA	PIPER	PA-12	FATAL	4
2036	3742M	052883	GLENNALLEN, AK	AERONCA	7AC	NONE	46
2048	2172E	102283	BURNIPS, MI	CESSNA	172K	FATAL	32
2185	78160	062383	MILLHAVEN, GA	CESSNA	172N	FATAL	10
2368	4505E	030783	MAYFLOWER, AR	CESSNA	172E	MINOR	56
2475	3540S	082983	COLUMBIA STA., OH	CESSNA			

File Order Listing

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
2559	6063J	093083	RINGGOLD, GA	CESSNA	A150L	FATAL	36
2565	5429U	082083	CONCHAS, NM	BEECH	V35	FATAL	52
2579	66223C	112483	WAYNESVILLE, NC	CESSNA	414A	FATAL	50
2614	8193Q	081783	EL PASO, TX	PIPER	PA-28-161	FATAL	74
2636	2122Z	080683	SEMINOLE, TX	PIPER	PA-28RT-20	FATAL	72
2871	18314	033083	ENID, OK	BEECH	A36	FATAL	58
2907	734RL	090883	NEWPORT BEACH, CA	CESSNA	172N	FATAL	20
2915	6338L	061383	LAGRANGE, TX	GRUMMAN	AA1A	FATAL	70
3005	5301C	081083	SEVIER, UT	CESSNA	140A	FATAL	80
3045	5500B	100983	SULLIVAN, MO	BELLanca	BKCAB	FATAL	48
3100	8193G	100883	EGERIK RIVER, AK	CESSNA	206	FATAL	8
3154	3058U	092683	LEESVILLE, LA	CESSNA	172E	FATAL	42
3178	5343A	102983	FAIRVIEW, OK	CESSNA	310	FATAL	60
3254	21537	081283	VILLE PLATTE, LA	PIPER	PA-28-181	FATAL	40
3264	25285	083083	POST, TX	LUScombe	8C	FATAL	76
3279	7597L	090683	HOMOSASSA SPRGS, FL	CESSNA	A152	FATAL	28
3301	3719	120983	PORT RICHIE, FL	PIPER	PA-22	FATAL	30
3304	8926N	060183	BUCKEYE, AZ	PIPER	PA-32 300C	FATAL	12

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

ALCOHOL AS A CAUSAL FACTOR

CALENDAR YEAR 1983

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1847 4/02/83 PALMER, AK A/C Reg. No. N2345C

Time (Lc1) - 1240 AST

Basic Information
Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation
Flight Conducted Under
Accident Occurred During

Aircraft Information

Make/Model
Landing Gear
Max Gross Wt
No. of Seats

Environment/Operations Information

Weather Data
Wx Briefing
Method
Completeness
Basic Weather
Wind Dir/Speed
Visibility
Lowest Sky/Clouds
Lowest Ceiling
Obstructions to Vision
Precipitation
Condition of Light

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

Instrument Rating(s) - NONE

Aircraft Damage
DESTROYED
Fire
NONE

Injuries
Fatal
Crew Pass
Serious
0
0
0
0

Eng Make/Model - CONTINENTAL O-470-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

Itinerary

Last Departure Point
WASILLA, AK
Destination
LOCAL
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	Flight Time (Hours)
Total	1013	24 Hrs - 1
Make/Model	523	Last 30 Days - 8
Instrument	3	Last 90 Days - 23
Multi-Eng	7	

Narrative
ACCORDING TO THE PLT'S ACCIDENT REPORT, HE HAD CLIMBED TO 3200 FT, PULLED THE THROTTLE FULL BACK TO DESCEND, THEN THE ENG STOPPED. HE STATED THAT HE TRIED TO START THE ENG, BUT WAS UNABLE, SO HE LANDED STRAIGHT AHEAD IN TREES. THE ACFT WAS DESTROYED DURING IMPACT WITH THE TREES. WITNESSES REPORTED THAT BOTH OCCUPANTS OF THE ACFT APPEARED TO BE INTOXICATED. WERE DRINKING WHILE THE ACFT WAS BEING REFUELED, AND HAD MADE A 100 DOLLAR WAGER THAT THE PLT COULD GLIDE THE ACFT FROM PIONEER PEAK TO FINGER LAKE WITH THE ENG SHUT OFF. ONE WITNESS OBSERVED THE ACFT WITH BINOCULARS & SAW THAT THE ENG WAS STOPPED. ACCORDING TO HIM, THE ENG HAD NOT BEEN STARTED BY THE TIME THE ACFT WENT OUT OF SIGHT BEHIND TREES. MEDICAL PERSONNEL REPORTED THAT AT THE CRASH SITE, THE PLT APPEARED INTOXICATED, HOSTILE & UNCOOPERATIVE. A BLOOD SAMPLE TAKEN ABOUT 2 1/2 HRS AFTER THE ACCIDENT WAS FOUND TO HAVE AN ALCOHOL LEVEL OF 0.204.

Brief of Accident (Continued)

File No.	- 1847	4/02/83	PALMER, AK	A/C Reg. No. N2345C	Time (Lc1) - 1240 AST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL				
Finding(s) 1. JUDGEMENT - POOR - PILOT IN COMMAND 2. IMPROPER DECISION, PHYSICAL IMPAIRMENT(ALKOHOL) - PILOT IN COMMAND					

Occurrence #2 Phase of Operation	FORCED LANDING LANDING				
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Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN				
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Finding(s) 3. OBJECT - TREE(S)					
-----Probable Cause-----					

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2036 5/28/83 GLENNALLEN, AK A/C Reg. No. N3742M Time (Lc1) - 0330 ADT

Basic Information
Type Operating Certificate-NONE (GENERAL AVIATION)

-PERSONAL
Flight Conducted Under
Accident Occurred During
-MANEUVERING

Aircraft Information-

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 3

Environment/Operations Information-

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

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

PRIVATE
SE LAND

Age - 23
Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Total - UNK/NR
Make/Model - UNK/NR
Instrument - UNK/NR
Multi-Eng - UNK/NR

Flight Time (Hours)

Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR
Rotorcraft - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident

Runway Lth/Wid

Runway Surface

Runway Status

N/A

N/A

N/A

N/A

Itinerary
Last Departure Point

TAZLINA LODGE, AK
LOCAL

ATC/Airspace

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

Instrument Rating(s) - NONE

Narrative--

REPORTEDLY, THE PLT & PASSENGER HAD WORKED A LONG DAY BEFORE GOING TO THEIR RESPECTIVE HOMES TO ATTEND HOUSEHOLD CHORES. LATER, THEY MET, AND REPORTEDLY, THEY CONSUMED FOOD & BEER. EVENTUALLY, THEY ARRIVED AT THE LOCATION OF WHERE THE PLT'S PLANE WAS PARKED. THE 2 OCCUPANTS GOT INTO THE ACFT & FLEW FOR A WHILE, THEN LANDED ALONG THE SHORE OF TAZLINA LAKE FOR PHYSIOLOGICAL RELIEF. SHORTLY AFTER THAT THEY TOOK OFF AGAIN. ACCORDING TO THE PASSENGER, THE PLT WAS EXPLAINING A MANEUVER (FORWARD SIDE-SLIP) WHEN THE ACFT COLLIDED WITH THE SURFACE OF TAZLINA LAKE. THE PASSENGER WAS DAZED BY THE IMPACT, BUT GOT OUT WHILE THE PLANE WAS SINKING. HE DOVE TO RESCUE THE PLT BUT WAS UNABLE. LATER, THE PLT'S BODY WAS RECOVERED. A CHECK OF HIS BLOOD REVEALED AN ALCOHOL LEVEL OF 0.103%. AREAS OF SURFACE FOG WERE REPORTED OVER THE LAKE UP TO APRX 10 OR 20 FT ABOVE THE WATER. EXCEPT FOR THE FOG (WATER SMOKE), THE CEILING & VISIBILITY WERE UNLIMITED.

Brief of Accident (Continued)

File No. - 2036 5/28/83 GLENNALLEN, AK A/C Reg. No. N3742M Time (LC1) - 0330 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, PHYSICAL IMPAIRMENT(ALKOHOL) - PILOT IN COMMAND
3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. LIGHT CONDITION - DAWN
5. WEATHER CONDITION - FOG
6. ALTITUDE - MISJUDGED - PILOT IN COMMAND

--Probable Cause--

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 837	7/30/83	BIG LAKE, AK	A/C Reg. No. N1423	Time (Lc1) - 1600 ADT
Basic Information				
Type of Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage			
Type of Operation -PERSONAL	DESTROYED	Crew Fatal 0	Injuries Serious 1	None 0
Flight Conducted Under -14 CFR 91	Fire	Pass 1	Mirror 0	0
Accident Occurred During -MANEUVERING	NONE			0
Aircraft Information				
Make/Model - GRUMMAN G-44A	Eng Make/Model - RANGER 6-44OC-5	ELT Installed/Activated - YES/NO		
Landing Gear - AMPHIBIAN	Number Engines - 2	Stall Warning System - YES		
Max Gross Wt - 4525	Engine Type - RECIPROCATING-CARBURETOR			
No. of Seats - 6	Rated Power - 200 HP			
Environment/Operations Information				
Wx Briefing Data	NO RECORD OF BRIEFING	Itinerary	Airport Proximity	
Method	- N/A	Last Departure Point	OFF AIRPORT/STRIP	
Completeness	- N/A	SAME AS ACC/INC		
Basic Weather	- VMC	Destination	Airport Data	
Wind Dir/Speed-	CALM	LOCAL	Runway Ident	
Visibility	- 30.0 SM	ATC/Airspace	Runway Lth/Wid	
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	
Obstructions to Vision-	NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
Personnel Information				
Pilot-In-Command	Age - 34	Medical Certificate	- EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE, COMMERCIAL	Current - NO	Total - 3726	Last 24 Hrs - 1	
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - UNK/NR	Make/Model - 420	Last 30 Days - 40	
	Aircraft Type - UNK/NR	Instrument - 23	Last 90 Days - 92	
		Multi-Eng - 1102		
Instrument Rating(s) - HELICOPTER				
Narrative				
THE ACFT CRASHED IN A LEVEL, WOODED AREA. THE INITIAL IMPACT WITH TREES OCCURRED APPROX 40 FT AGL. BOTH WING TIPS & A PORTION OF THE LEFT STABILIZER & ELEVATOR WERE FOUND AT THE BASES OF THE TREES THAT WERE FIRST IMPACTED. FROM THE FIRST IMPACT POINT, THE WRECKAGE WAS DISINTEGRATED & SCATTERED OVER AN AREA THAT WAS 30 FT WIDE & 140 FT LONG. NO KNOWN EYE WITNESSES WERE REPORTED. HOWEVER, A SHORT TIME BEFORE THE ACCIDENT, THE ACFT WAS OBSERVED BEING FLOWN IN ABRUPT MANEUVERS & BUZZING BOATS. A TOXICOLOGICAL EXAM OF THE PLT'S BLOOD SHOWED AN ALCOHOL LEVEL OF 0.241%. AN EXAM OF THE WRECKAGE WAS MADE, BUT NO PREIMPACT/MECHANICAL MALFUNCTION OR FAILURES WERE FOUND.				

Brief of Accident (Continued)

File No. - 837 7/30/83 BIG LAKE, AK A/C Reg. No. N1423

Time (Lcl) - 1600 ADT

Occurrence Phase of Operation
IN FLIGHT COLLISION WITH TERRAIN
MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. BUZZING - PERFORMED - PILOT IN COMMAND
4. MANEUVER - EXCESSIVE - PILOT IN COMMAND
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Probable Cause

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3100 10/08/83 EGEGIK RIVER, AK A/C Reg. No. N8193G Time (Lc1) - 2215 ADT

Basic Information--
Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Information-

Make/Model - CESSNA 206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Environment/Operations Information

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - UNK/NR
Wind Dir/Speed - 090° 30 KTS
Visibility - 2,000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 400 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Aircraft Damage
DESTROYED
Fire
NONE

Fatal
Crew
Pass

Injuries
Serious
0
0

Minor
0
0

None
0
0

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

Eng Make/Model - CONTINENTAL IO-520-F-9
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
BRUSH STRIP

Runway Ident - 08
Runway Lth/Wid - 1400/
Runway Surface - GRAVEL
Runway Status - WET

Itinerary
Last Departure Point
SAME AS ACC/INC

Destination
LOCAL

ATC/Airspace

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

FULL STOP

Personnel Information
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, SE SEA
Age - 31
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR
Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 600
Make/Model - 25
Instrument- 5
Last 24 Hrs - 5
Last 30 Days- 21
Last 90 Days- 204

Instrument Rating(s) - NONE

Narrative--
THE PLT FLEW THE ACFT WITH 4 PASSENGERS TO A DIRT/GRAVEL STRIP NEAR THE EGEGLIK RIVER & BECHAROF LAKE, APRX 45 MI SOUTH OF KING SALMON, AK. THE PLT WAS AWARE THAT THE OPERATOR (FT RICHARDSON FLYING CLUB) PROHIBITED THE OPERATION OF ITS ACFT INTO UNAPPROVED ARPTS/STRIPS. WHILE HUNTING NEAR THE STRIP, 2 MEMBERS OF THE PARTY DID NOT RETURN BEFORE NIGHT FALL. THE PLT BECAME WORRIED & DECIDED TO USE THE ACFT TO HELD THEM FIND THEIR WAY BACK. AT 1ST, HE STARTED THE ACFT ENG & TAXIED TO THE HIGHEST POINT ON THE STRIP WITH ALL LIGHTS ON. HE SET A DEADLINE OF 2200 HRS FOR THE HUNTERS' RETURN. WHEN THEY DID NOT ARRIVE, THE PLT TOOK OFF IN POOR WX CONDITIONS & CIRCLED THE AREA OF THE STRIP. HE THEN FLEW AN EXTENDED PATTERN AS IF TO LAND. AT THE POSITION WHERE HE WAS EXPECTED TO TURN FROM BASE TO FINAL, THE ACFT PITCHED DOWN ABRUPTLY, ENTERED AN APPARENT SPIN & CRASHED IN THE RIVER. WITNESS ESTIMATED WX AS 300-400 FT OVERCAST. VISIBILITY 1-2 MI. WIND 30 KTS WITH HIGHER GUSTS. PLT'S BLOOD ALCOHOL LEVEL WAS 0.045%.

Brief of Accident (Continued)

File No. - 3100 10/08/83 EGEGIK RIVER, AK A/C Reg. No. N8193G Time (Lc1) - 2215 ADT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
3. IMPROPER DECISION PHYSICAL IMPAIRMENT(ALKOHOL) - PILOT IN COMMAND
4. IMPROPER DECISION LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT
6. WEATHER CONDITION - LOW CEILING
7. WEATHER CONDITION - FOG
8. WEATHER CONDITION - RAIN
9. WEATHER CONDITION - HIGH WIND
10. WEATHER CONDITION - GUSTS

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

Finding(s)

11. AIRSPEED - INADEQUATE - PILOT IN COMMAND
12. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
13. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

Probable Cause ----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,11,13

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7,8,9,10,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2368 3/07/83 MAYFLOWER, AR A/C Reg. No. N4505E Time (Lc1) - 2215 CST

--Basic Information---

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation
Flight Conducted Under
Accident Occurred During

- PERSONAL
- 14 CFR 91
- DESCENT

Aircraft Information

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

Aircraft Damage

DESTROYED
Fire
ON GROUND

Crew

Pass

Fatal

1

Injuries

0

Serious

0

Minor

0

None

0

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- 290/014 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NDNE
Condition of Light - NIGHT(DARK)

--Personnel Information--

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 55

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Biennial Flight Review

Current - UNK/NR

Total - 350

Last 24 Hrs - UNK/NR

Last 30 Days - UNK/NR

Last 90 Days - UNK/NR

Rotorcraft - UNK/NR

Instrument - UNK/NR

Mult-Eng - UNK/NR

Instrument Rating(s) - NONE

--Narrative--

THE ACFT COLLIDED WITH TREES WHILE FLYING IN A WESTERLY DIRECTION NEAR MAYFLOWER, AR. THE ACFT WAS RETURNING FROM A CROSS-COUNTRY AT NIGHT AND WAS OBSERVED BY A GROUP OF YOUTHS WHO SAID IT WAS FLYING FAST AT LOW ALT. AS THEY WATCHED, IT DESCENDED TO ABOUT TREE TOP LEVEL. IT DIPPED AND STRUCK SOME TREE TOPS AND CRASHED ABOUT A MILE FROM THE OBSERVERS. THERE WERE NO KNOWN RADIO CONTACTS WITH THE ACFT DURING THE FLT. THERE IS NO RECORD OF THE PLT RECEIVING A WEATHER BRIEFING FOR THE FLT. A TOXICOLOGICAL EXAMINATION OF THE PILOT REVEALED AN ETHYL ALCOHOL CONCENTRATION IN THE BLOODSTREAM OF 0.362%.

Brief of Accident (Continued)

F11e No. - 2368 3/07/83 MAYFLOWER, AR

A/C Reg. No. N4505E

Time (Lc1) - 2215 CST

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

Finding(s)

1. OBJECT - TREE(S)
2. LIGHT CONDITION - DARK NIGHT
3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.4

Factor(s) relating to this accident is/are finding(s) 1.2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3304 6/01/83 BUCKEYE, AZ A/C Reg. No. N8926N Time (Lct) - 0200 MST

Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Information

Make/Model - PIPER PA-32 300C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Aircraft Damage
DESTROYED
Fire
NONE

Fatal
Crew Pass
1
1

Injuries
Serious
0
0

Minor
0
0

None
0
0

Environment/Operations Information

Wx Briefing

- NO RECORD OF BRIEFING

Method
- N/A

Completeness
- N/A

Basic Weather
- VMC

Wind Dir/Speed-
250/010 KTS

Visibility - 35.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision-
NONE

Precipitation - NONE

Condition of Light
- NIGHT(BRIGHT)

Eng Make/Model - LYCOMING IO-540-K1A5

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PRIVATE STRIP

Runway Ident - N/A

Runway Lth/Wid - 2600/ 50

Runway Surface - DIRT

Runway Status - DRY

Rotorcraft - UNK/NR

Last Departure Point

SCOTTSDALE, AZ

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NDNE

Medical Certificate

VALID MEDICAL-WAIVERS/LIMIT

Flight Review

Current - YES

Months Since - 4

Aircraft Type - PA-32

Flight Time (Hours)

Total - UNK/NR

Make/Model - UNK/NR

Instrument - UNK/NR

Multi-Eng - UNK/NR

Instrument Rating(s)

- NONE

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Instrument Rating(s)

- NONE

Narrative

The ACFT COLLIDED WITH A UTILITY POLE ABOUT 36 FT AGL LESS THAN A MILE NORTH OF A PRIVATE DIRT AIRSTRIP. THE ACFT HAD DEPARTED SCOTTSDALE MUNICIPAL ARPT AT ABOUT 0045. THE ACCIDENT OCCURRED AT ABOUT 0200 APPROXIMATELY 4 MILES WEST OF BUCKEYE, AZ. A WITNESS STATED THAT HE HAD BEEN WITH THE TWO OCCUPANTS OF THE ACFT WHEN THEY WERE DRINKING WITH HIM IN A LOCAL BAR. THE PLT HAD INVITED HIM AND THE GIRL TO FLY AND THE WITNESS DECLINED BUT THE 21 YEAR OLD FEMALE ACCEPTED. ANOTHER WITNESS SAW THEM DEPART THE ARPT AND SAID THE DEPARTURE WAS ABNORMAL WITH THE ACFT ALMOST COLLIDING INTO PARKED ACFT AND TAXIING 1500 FT ON THE RWY BEFORE ADDING FULL POWER TO TAKEOFF. BOTH OCCUPANTS WERE FOUND AFTER THE ACCIDENT WITH THEIR SEATBELTS UNFASTENED. THE ACFT WRECKAGE WAS STREWN ALONG A PATH 152 FT LONG ON A HEADING OF 024 DEGREES. BLOOD SUBMITTED FOR A TOXICOLOGICAL EXAMINATION FROM THE PLT AND PASSENGER REVEALED A BLOOD ALCOHOL LEVEL OF 0.15 PERCENT AND 0.07 PERCENT RESPECTIVELY. A 6 PACK OF BEER WAS FOUND NEAR THE ACFT WITH 5 OF THE CANS OPENED.

Brief of Accident (Continued)

File No. - 3304 6/01/83 BUCKEY, AZ

A/C Reg. No. N8926N

Time (Lc1) - 0200 MST

Occurrence
Phase of Operation IN FLIGHT COLLISION WITH OBJECT
UNKNOWN

Finding(s)

1. LIGHT CONDITION - NIGHT
2. OBJECT - UTILITY POLE
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 453 3/06/83 COPPERPOLIS, CA A/C Reg. No. N4755M Time (Lc1) - 1815 PST

Basic Information

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Information

Make/Model - BEECH V35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Aircraft Damage

DESTROYED
Fire
None

Injuries

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

Environment/Operations Information

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Pilot-In-Command

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

Medical Certificate

VALID MEDICAL-NO WAIVERS/LIMIT
Biennial Flight Review
Current - UNK/NR Total - 1700 Last 24 Hrs - UNK/NR
Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days - UNK/NR
Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

Narrative

THE ACFT WAS OBSERVED TAKING OFF TO THE SOUTH FROM THE PLT'S PRIVATE STRIP. THE ACFT MADE A 180 DEG TURN & FLEW OVER THE PLT'S RESIDENCE NEAR THE RUNWAY. A MOMENTARY INCREASE IN ENG RPM WAS HEARD. THE ACFT THEN MADE ANOTHER 180 DEG TURN & FLEW DOWN THE RUNWAY AT ABOUT 90-100 FT. SHORTLY AFTER THIS A CRASH WAS HEARD. THE ACFT IMPACTED THE GROUND AT A VERY PRONOUNCED NOSE DOWN ATTITUDE. THE PLT'S BLOOD ALCOHOL LEVEL WAS 0.15%.

Brief of Accident (Continued)

File No. - 453 3/06/83 COPPERPOLIS, CA A/C Reg. No. N4755M Time (Lct) - 1815 PST

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. -	705	3/20/83	DOS PALOS, CA	A/C Reg. No. N2832V	Time (Lc1) - 0002 PST
Basic Information---					
Type Operating Certificate	-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
-PERSONAL			DESTROYED	Fatal 1	Serious 0
Flight Conducted Under	-14 CFR 91		Fire 0	Minor 0	None 0
Accident occurred During	-MANEUVERING		NONE	1	0
Aircraft Information					
Make/Model	CESSNA 150M		Eng Make/Model	CONTINENTAL O-200-A	
Landing Gear	TRICYCLE-FIXED		Number Engines	1	
Max Gross Wt	1600		Engine Type	RECIPROCATING-CARBURETOR	
No. of Seats	2		Rated Power	100 HP	
Environment/Operations Information					
Weather Data	- NO RECORD OF BRIEFING		Itinerary	OFF AIRPORT/STRIP	
Wx Briefing	- N/A		Last Departure Point	Runway Ident	
Method	- N/A		LOS BANOS, CA	Runway Lth/Wid	
Completeness	- N/A		Destination	Runway Surface	
Basic Weather	- VMC		LOCAL	Runway Status	
Wind Dir/Speed	- CALM			- N/A	
Visibility	- 20.0		ATC/Airspace	- N/A	
Lowest Sky/Clouds	- CLEAR		Type of Flight Plan	- N/A	
Lowest Ceiling	- NONE		Type of Clearance	- N/A	
Obstructions to Vision	- NONE		Type Apch/Lndg	- N/A	
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				
Personnel Information					
Pilot-In-Command	Age - 20		Medical Certificate	NO MEDICAL	
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (Hours)	Last 24 Hrs - UNK/NR	
NONE	Current - N/A		Total 4	Last 30 Days - UNK/NR	
	Months Since - N/A		Make/Model- 4	Last 90 Days - UNK/NR	
	Aircraft Type - N/A		Instrument- 0	Rotorcraft - 0	
Instrument Rating(s) - NONE					
Narrative --- THE NON-RATED PLT & A FRIEND (ALSO NON-RATED) TOOK THE ACFT WITHOUT PERMISSION OF THE OWNER. THEY TOOK OFF AT NIGHT & MADE REPEATED PASSES OVER THE CITY OF DOS PALOS, CA. AFTER ABOUT 15 TO 20 MIN, THE ACFT WAS FLOWN TO THE VICINITY OF A HOME BELONGING TO THE PASSENGER'S FATHER. THE PASSENGER'S FATHER HEARD THE ACFT & WAS WATCHING WHEN THE PLANE COLLIDED WITH A POWER LINE. THEREAFTER, IT HIT SEVERAL TREES & A RESIDENTIAL ELECTRICAL SERVICE POWER LINE. THE PLT'S BLOOD ALCOHOL LEVEL WAS 0.18%.					

Brief of Accident (Continued)

File No. - 705 3/20/83 DOS PALOS, CA A/C Reg. No. N2832V Time (Lc1) - 0002 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, PHYSICAL IMPAIRMENT(ALKOHOL) - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
5. BUZZING - PERFORMED - PILOT IN COMMAND
6. LIGHT CONDITION - DARK NIGHT
7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. OBJECT - WIRE, TRANSMISSION

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,7

Factor(s) relating to this accident is/are finding(s) 3,4,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

F11e No. - 1733 6/18/83 SANTA MARIA, CA A/C Reg. No. N7045 Time (Lc1) - 1830 PDT

Basic Information-----
Type Operating Certificate-MNONE (GENERAL AVIATION)

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

Aircraft Information-----

Make/Model	- MAREIK-BENSEN B-8M
Landing Gear	- TAILWHEEL-ALL FIXED
Max Gross Wt	- 500
No. of Seats	- 1

Environment/Operations Information-----

Weather Data	
Wx Briefing	- NO RECORD OF BRIEFING
Method	- N/A
Completeness	- N/A
Basic Weather	- VMC
Wind Dir/Speed	- 300/007 KTS
Visibility	- 12.0 SM
Lowest Sky/Clouds	- SCATTERED
Lowest Ceiling	- NONE
Obstructions to Vision	- NONE
Precipitation	- NONE
Condition of Light	- DAYLIGHT

Personnel Information-----

Pilot-In-Command	Age - 49
Certificate(s)/Rating(s)	Biennial Flight Review
STUDENT	- N/A

GYROPLANE

Aircraft Type - N/A

Medical Certificate	- EXPIRED
Total	- UNK/NR
Make/Model	- UNK/NR
Instrument	- UNK/NR
Multi-Eng	- UNK/NR

Flight	- 24 Hrs - UNK/NR
Runway	- Lth/Wid - N/A
Surface	- DIRT
Status	- DRY

Runway

Instrument Rating(s) - NONE

Narrative-----
THE GYROPLANE WAS OBSERVED TO DEPART FROM CONTROLLED FLT AT OR BELOW 800 FT AGL & THE PLT BECAME SEPARATED FROM THE ACFT. BOTH IMPACTED THE GROUND IN A NEAR VERTICAL DESCENT ABOUT 40 FT APART. THE PLT'S BLOOD ALCOHOL CONTENT WAS 0.13%. THE CLASP ENDS OF THE SEAT BELT STRAPS WERE OPEN. BOTH WEBBINGS OF THE TWO STRAPS WERE IMPREGNATED WITH GREASE & FOREIGN MATERIAL. THE METAL CLASP "GRIPS" WERE ROUNDED OFF & THE GROOVES BETWEEN THEM CONTAINED FOREIGN MATERIAL. THE LEFT STRAP STITCHING ON THE UPPER EDGE OF THE STRAP WAS WORN & DETERIORATED ALONG A LENGTH OF 6 INCHES IN THE AREA WHERE THE METAL CLASP WOULD NORMALLY BE CLASPED WHEN AROUND AN OCCUPANT. AFTER THE ACCIDENT THE SEAT BELTS WERE CLASPED TOGETHER & SEVERAL HARD TUGS WITH ONE HAND WAS SUFFICIENT TO CAUSE THE SEAT BELT TO COME OPEN. THIS PROCEDURE WAS TESTED SIX TIMES WITH THE SAME RESULTS.

Brief of Accident (Continued)

File No. - 1733 6/18/83 SANTA MARIA, CA A/C Reg. No. N7045 Time (Lc1) - 1830 PDT

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

Finding(s)
1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

Occurrence #2 Phase of Operation MISCELLANEOUS/OTHER MANEUVERING

Finding(s)
3. MISC EQPT/FURNISHINGS, SEAT BELT - DETERIORATED
4. MISC EQPT/FURNISHINGS, SEAT BELT - INADEQUATE
5. MISC EQPT/FURNISHINGS, SEAT BELT - DISCONNECTED

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

--Probable Cause--

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2907 9/08/83 NEWPORT BEACH, CA A/C Reg. No. N734RL Time (Lc1) - 0230 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Information

Name/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 2

Aircraft Damage

DESTROYED
Fire
NONE

Fatal Injuries

Crew 1
Pass 1

Minor Injuries

0
0
0
0

ELT Installed/Activated

YES/NO
Stall Warning System - YES

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dtr/Speed - 315/004 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision - NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Aircraft Damage

DESTROYED
Fire
NONE

Crew Fatal

1
1

Pass Fatal

0
0

Injuries Minor

0
0
0
0

ELT Installed/Activated

YES/NO
Stall Warning System - YES

Environment/Operations Information

Itinerary

Last Departure Point

SANTA ANA, CA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Personnel Information

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Medical Certificate

VALID MEDICAL-WAIVERS/LIMIT

Biennial Flight Review

Total - 345

Current - YES

Months Since - 21

Make/Model - 49

Instrument - 9

Aircraft Type - PA34-200

Multi-Eng - 48

Instrument Rating(s) - NONE

Narrative

ABOUT 30 MINS BEFORE THE ACCIDENT, THE TWO PLTS STOPPED BY A HANGAR TO SAY HELLO TO AN INDIVIDUAL. THIS PERSON REPORTED THAT THE PLT APPEARED TO BE INTOXICATED; HIS SPEECH WAS SLURRED, HE COULDN'T FOCUS HIS EYES ON THINGS VERY EASILY & HE GIGGLED A LOT. THE PLTS TOOK OFF FROM THE ARPT AT ABOUT 0215. AT ABOUT 0230 A WITNESS REPORTED SHE HEARD AN ACFT ROAR VERY LOW OVER HER RESIDENCE TRAVELING TOWARD THE OCEAN. SHE SAID THE ACFT LIT UP HER BEDROOM. AT 0241 POLICE WERE NOTIFIED OF AN ACFT CRASHING INTO THE OCEAN. BOTH WINGS EXHIBITED SEVERE CHORDWISE ACCORDIONING. THE PIC'S BLOOD ALCOHOL LEVEL WAS 0.07%. THE OTHER PAX/PLT HAD A SPLEEN ALCOHOL LEVEL OF 0.09% & THE TOX SHOWED EVIDENCE OF PHENYTOIN.

Brief of Accident (Continued)

File No. - 2907 9/08/83 NEWPORT BEACH, CA A/C Reg. No. N734RL

Time (Lc1) - 0230 PDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

--Probable Cause--

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No.	556	1/06/83	LA BELLE, FL	A/C Reg. No.	N89225	Time (Lcl)	- 1752 EST
Basic Information							
Type Operating Certificate-NONE (GENERAL AVIATION)							
Type of Operation	-PERSONAL						
Flight Conducted Under	-14 CFR 91						
Accident Occurred During	-DESCENT						
Aircraft Information							
Make/Model	CESSNA 152						
Landing Gear	TRICYCLE-FIXED						
Max Gross Wt	1670						
No. of Seats	2						
Aircraft Damage							
DESTROYED		Crew Pass		Fatal	1	Injuries	None
Fire		Pass			0	Minor	0
NONE					0	0	0
ELT Installed/Activated - YES/YES							
Stall Warning System - YES							
Eng Make/Model - LYCOMING O-235-1-C							
Number Engines - 1		Rated Power - 110 HP		RECIPROCATING-CARBURETOR			
Engine Type -							
Runway Ident - N/A							
Runway Lth/Wid - N/A							
Runway Surface - N/A							
Runway Status - N/A							
Airport Proximity OFF AIRPORT/STRIP							
Itinerary							
Last Departure Point LA BELLE, FL							
Destination UNK/NR							
ATC/Airspace							
Wind Dir/Speed- 350/008 KTS		Type of Flight Plan - NONE		Type of Clearance - NONE			
Visibility - 1,250 SM		Type of Overcast - NONE		Type Apch/Lndg - UNK/NR			
Lowest Sky/Clouds - 700 FT SCATTERED							
Lowest Ceiling - 4500 FT OVERCAST							
Obstructions to Vision- FOG							
Precipitation - RAIN							
Condition of Light - DUSK							
Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT							
Flight Time (Hours)							
Total	20						
Make/Model	20						
Instrument	1						
Age - 31							
Biennial Flight Review - N/A							
Current	N/A						
Months Since	N/A						
Aircraft Type	N/A						
Instrument Rating(s) - NONE							
Personnel Information							
Pilot-In-Command							
Certificate(s)/Rating(s)							
STUDENT							
Narrative							
AT ABOUT 1720 A COMMERCIAL PLT LANDED AT LA BELLE ARPT & REPORTED THAT THE CEILING WAS RAGGED IN NATURE, SOME 200-300 FT OFF THE GROUND, WITH VISIBILITY 2 MI IN DRIZZLE. AS HE WAS LEAVING THE ARPT HE NOTICED 2 MEN SITTING IN A BLUE & WHILE C-152 AT ABOUT 200 FT AGL. C-152. AFTER ARRIVING AT HIS HOME, LOCATED 1-1/2 MI FROM THE ARPT, HE OBSERVED A BLUE & WHILE C-152 AT ABOUT 200 FT AGL. HE HEARD AN ENG SOUND OF "EXTREME HIGH R.P.M AND THEN SUDDEN ENGINE STOPPAGE." HE THEN DROVE BACK TO THE ARPT & FOUND THE BLUE & WHITE C-152 MISSING. THE ACFT HAD IMPACTED THE GROUND AT A HIGH RATE OF SPEED AT A DESCENT ANGLE OF NEAR 15 DEG NOSE DOWN. THE PLT'S BLOOD ALCOHOL CONTENT (BAC) WAS 0.15% & HIS GASTRIC BAC WAS 0.449%.							

Brief of Accident (Continued)

File No. - 556 1/06/83 LA BELLE, FL A/C Reg. No. N89225 Time (Lcl) - 1752 EST

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND
2. LIGHT CONDITION - DUSK
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - FOG
6. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
8. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALKOHOL) - PILOT IN COMMAND

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

Probable Cause

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1461 2/12/83 ASTATULA, FL A/C Reg. No. N4320C Time (Lcl) - 1725 EST

Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Information

Make/Model

- AERONCA 7EC

Landing Gear

- TAILWHEEL-ALL FIXED

Max Gross Wt

- 1450

No. of Seats

- 2

Aircraft Damage

DESTROYED

Fire

NONE

Injuries

Serious

0

Minor

0

None

0

ELT Installed/Activated - YES/YES

Stall Warning System - NO

Eng Make/Model

- CONTINENTAL C-90

Number Engines

- 1

Engine Type

- RECIPROCATING-CARBURETOR

Rated Power

- 90 HP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Runway Ident

- N/A

Runway Lth/Wid

- N/A

Runway Surface

- N/A

Runway Status

- N/A

Itinerary

Weather Data

Wx Briefing

- NWS

Method

- IN PERSON

Completeness

- WEATHER NOT PERTINENT

Basic Weather

- VMC

Wind Dir/Speed-

030/010 KTS

Visibility

- 2,000 SM

Lowest Sky/Clouds

- 500 FT

Lowest Ceiling

- 500 FT BROKEN

Obstructions to Vision-

GROUND FOG

Precipitation

- RAIN

Condition of Light

- DAYLIGHT

ATC/Airspace

Type of Flight Plan

- NONE

Type of Clearance

- NONE

Type Apch/Lndg

- NONE

Medical Certificate

- VALID MEDICAL-NO WAIVERS/LIMIT

Age

- 39

Biennial Flight Review

- UNK/NR

Total

- 3000

Flight Time (Hours)

- UNK/NR

Current

- UNK/NR

Months Since

- UNK/NR

Aircraft Type

- UNK/NR

Make/Model

- UNK/NR

Instrument

- UNK/NR

Multi-Eng

- UNK/NR

Rotorcraft

- UNK/NR

Instrument Rating(s)

- AIRPLANE

Narrative

THE ACFT MADE A LOW PASS OVER WITNESSES & PULLED UP STEEPLY. THE ACFT STALLED & SLID BACKWARDS BEFORE IT BECAME INVERTED AND SPUN TO THE GROUND. THERE WERE ABOUT 2 ROTATIONS IN THE SPIN BEFORE IMPACT. THE PLT WHO IS LISTED AS PIC FOR THIS FLT WAS EMPLOYED AS AN AERIAL APPLICATION PLT BY THE ACFT OWNERS. THEY STATED THEY DID NOT GIVE SPECIFIC APPROVAL FOR THIS PLEASURE FLT BUT THEY HAD NO OBJECTIONS TO IT. TOXICOLOGICAL TESTS OF THE OCCUPANTS SHOWED LEVELS OF BLOOD ALCOHOL FOR THE PIC OF 0.175 PERCENT AND THE OTHER PILOT AS 0.270 PERCENT. BOTH OCCUPANTS WERE PILOTS. THE EMPLOYEE OF THE ACFT OWNER IS LISTED AS PIC AND PRESUMED TO BE THE PILOT ON THE CONTROLS.

Brief of Accident (Continued)

File No. - 1461 2/12/83 ASTATULA, FL

A/C Reg. No. N432OC

Time (Lc1) - 1725 EST

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT(ALKOHOL) - PILOT IN COMMAND
3. ALTITUDE - IMPROPER - PILOT IN COMMAND
4. MANEUVER - IMPROPER - PILOT IN COMMAND
5. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

No. - 1376 Date - 2/13/83 Location - WINTER HAVEN, FL A/C Reg. No. N81416 Time (Lc1) - 1445 EST

Information--Operating Certificate--NONE (GENERAL AVIATION)

-PERSONAL
-14 CFR 91
at Conducted Under
Event Occurred During -TAKEOFF

Aircraft Damage

DESTROYED
Fire
ON GROUND

Injuries

None

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Brief of Accident (Continued)

F11e No. - 1376 2/13/83 WINTER HAVEN, FL A/C Reg. No. N81416 Time (Lc1) - 1445 EST

Occurrence #1 OVERRUN Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. ABORTED TAKEOFF - NOT PERFORMED PILOT IN COMMAND
3. IMPROPER DECISION, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - DITCH

Probable Cause -

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3279	9/06/83	HOMOSASSA SPRGS, FL	A/C Reg. No. N7597L	Time (Lc1) - 1810 EDT
Basic Information				
Type Operating Certificate-NONE (GENERAL AVIATION)				
Type of Operation	-PERSONAL	Aircraft Damage		
Fight Conducted Under	-14 CFR 91	DESTROYED	Crew	Injuries
Accident occurred During	-MANEUVERING	Fire	Fatal	Minor
		NONE	Pass	0
				0
				0
Aircraft Information				
Make/Model	- CESSNA A152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES
Max. Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 110 HP	
Environment/Operations Information				
Wx Briefing	- NO RECORD OF BRIEFING	Itinerary	Airport Proximity	
Method	- N/A	Last Departure Point	OFF AIRPORT/STRIP	
Completeness	- N/A	BROOKSVILLE, FL	Runway Ident	
Basic Weather	- VMC	Destination	- N/A	Runway Lth/Wid
Wind Dir/Speed	- UNK/NR	LOCAL	- N/A	Runway Surface
Visibility	- 300/005 KTS	ATC/Airspace	- N/A	Runway Status
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Flight Plan	- NONE	
Lowest Ceiling	- NONE	Type of Clearance	- NONE	
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE	
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
Personnel Information				
Pilot-In-Command	Age - 38	Medical Certificate	EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	Total - 150	Last 24 Hrs - 3
PRIVATE	Current - YES		Make/Model - 150	Last 30 Days - 4
SE LAND	Months Since - 22		Instrument - 0	Last 90 Days - 13
Narrative				
THE ACFT WAS FIRST OBSERVED MAKING LOW PASSES, ALMOST STRIKING TREES & POWER LINES. IT THEN CONTINUED IN A STEEP BANK THROUGH ABOUT 90 DEG OF TURN, ROLLED INVERTED & PITCHED DOWN SIMULTANEOUSLY. THE ACFT IMPACTED THE GROUND IN THE PARKING LOT OF A CONVENIENCE STORE IN WHAT WAS DESCRIBED AS A "STRAIGHT DOWN NOSE FIRST" ATTITUDE. TOXICOLOGICAL TESTS REVEALED ALCOHOL LEVELS OF 0.220% BLOOD, 0.229% URINE & 2.364% GASTRIC. AN UNBROKEN, HALF FULL BOTTLE OF LIQUOR WAS REMOVED FROM THE WRECKAGE. ON 1/30/83, AT 0410, THE PLT WAS SPOTTED FLYING RECKLESSLY AT A LOW ALTITUDE. SHERIFF'S DEPUTIES, WHO CONFRONTED THE PLT AFTER LANDING, STATED HE SMELLED OF ALCOHOL. HE WAS GIVEN A SOBRIETY TEST WHICH HE PASSED. "APPROXIMATELY AVERAGE." ON 2/14/83 THE FAA SENT A LETTER TO THE PLT STATING THEY WERE INVESTIGATING THE INCIDENT. THE INVESTIGATION WAS CLOSED ON 5/5/83 WITH NO ACTION TAKEN.				

Instrument Rating(s) - NONE

Brief of Accident (Continued)

File No. - 3279 9/06/83 HOMOSASSA SPRGS, FL A/C Reg. No. N7597L

Time (Lc1) - 1810 EDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. AEROBATICS - PERFORMED - PILOT IN COMMAND
4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALKOHOL) - PILOT IN COMMAND
6. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3301 12/09/83 PORT RICHIE, FL A/C Reg. No. N3719 Time (Lcl) - 2038 EST

Basic Information-----
Type Operating Certificate-NONE (GENERAL AVIATION)

-PERSONAL
Type of Operation Under
Flight Conducted During
Accident Occurred During

Aircraft Information-----
Make/Model - PIPER PA-22

Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1850
No. of Seats - 4

Aircraft Damage
DESTROYED
Fire
NONE

Fatal
Crew
Pass

Injuries
Serious
0
1

Minor
0
0

None
0
0

Environment/Operations Information-----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 040/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Eng Make/Model - LYCOMING O-320-TC274

Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Last Departure Point
CEDAR KEY, FL

Destination
CLEARWATER, FL

ATC/Airspace

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

Runway Ident
Runway Lth/Wid

- N/A
- N/A

Runway Surface

- N/A
- N/A

Runway Status

- N/A
- N/A

Rotorcraft

- N/A
- N/A

Medical Certificate - EXPIRED

Age - 43
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Total - 75
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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Narrative-----
THE ACFT CRASHED INTO TREES DURING A NIGHT FORCED LANDING AFTER THE ENGINE QUIT. THE SURVIVING PASSENGER SAID HE HAD MET THE TWO PLT'S IN A BAR WHERE THEY DRANK BEER. THEY LATER WENT TO THE ARPT AND FLEW X-COUNTRY ABOUT 70 MILES TO EAT & HAVE MORE BEER. THEY TOOK OUT BEER FOR THE RETURN TRIP. DURING THE FLT BACK THE ENGINE QUIT, WAS RESTARTED & QUIT AGAIN. THE PASSENGER STATED THERE WAS NO FIRE BECAUSE THERE WAS NO FUEL. NO FUEL WAS FOUND IN EITHER TANK. A CARDBOARD BOX LINED WITH PLASTIC CONTAINING UNMELTED ICE & BEER WAS FOUND ON THE BACK SEAT FLOOR. THE TWO PLT'S BLOOD ALCOHOL LEVELS WERE 0.217% & 0.386%.

Brief of Accident (Continued)

File No. - 3301 12/09/83 PORT RICHIE, FL A/C Reg. No. N3719 Time (Lct) - 2038 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

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

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

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 is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

Time (Lc1) - 0340 EDT

File No. - 2185 6/23/83 MILLHAVEN, GA A/C Reg. No. N78160

Basic Information
Type Operating Certificate-NONE (GENERAL AVIATION)

-SEARCH
Flight Conducted Under
Accident Occurred During
MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Type of Operation

-14 CFR 91

-SEARCH

Eng Make/Model - CESSNA 172K

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2300

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

Environment/Operations Information

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed - 050/006 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 400 FT SCATTERED

Lowest Ceiling - 2800 FT

Obstructions to Vision - FOG

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Age - 44

Biennial Flight Review - YES

Current Month Since - 4

Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours) - 23000

Total - 24 Hrs

Make/Model - UNK/NR

Instrument - UNK/NR

Multi-Eng - UNK/NR

Runway Ident - N/A

Runway Ltn/Wld - N/A

Runway Surface - N/A

Runway Status - N/A

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Last Departure Point
ALLENDALE, SC

Destination
LOCAL

ATC/Airspace - NONE

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Instrument Rating(s) - AIRPLANE

Instrument Rating(s) - AIRPLANE

Personnel Information

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

The PLT & his son took off at night to participate in the search for a downed ACFT. Subsequently, they found the burning wreckage of the downed plane. They saw people moving around the accident scene & made a pass over it by diving with the landing light on. During the dive, light from the landing light was reflected back into their eyes by fog. The PLT then climbed to an altitude where he could communicate with the UNICOM at ALLENDALE, GA. According to the PLT's son, they then made a second pass over the downed ACFT. During the second pass, the light was again reflecting back. He also said he was unable to see anything when the light was again reflected back. He also said he was getting so low, a toxicological check of the PLT's blood revealed an alcohol level of 0.11%.

Narrative - The PLT & his son took off at night to participate in the search for a downed ACFT. Subsequently, they found the burning wreckage of the downed plane. They saw people moving around the accident scene & made a pass over it by diving with the landing light on. During the dive, light from the landing light was reflected back into their eyes by fog. The PLT then climbed to an altitude where he could communicate with the UNICOM at ALLENDALE, GA. According to the PLT's son, they then made a second pass over the downed ACFT. During the second pass, the light was again reflecting back. He also said he was unable to see anything when the light was again reflected back. He also said he was getting so low, a toxicological check of the PLT's blood revealed an alcohol level of 0.11%.

Brief of Accident (Continued)

File No. - 2185 6/23/83 MILLHAVEN, GA A/C Reg. No. N78160 Time (Lct) - 0340 EDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. LOW PASS - PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - FOG

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

Finding(s)

6. LANDING LIGHTS - IMPROPER USE OF - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
8. PULL-UP - DELAYED - PILOT IN COMMAND
9. OBJECT - TREE(S)
10. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Probable Cause ---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,6,8,10

Factor(s) relating to this accident is/are finding(s) 2,3,5,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No.	9/03/83	ST. SIMONS ISL., GA	A/C Reg. No.	N4992S	Time (Lc1)	2126 EDT		
Basic Information								
Type Operating Certificate-NONE (GENERAL AVIATION)								
Type of Operation	-PERSONAL	Aircraft Damage	Substantial	Fatal	Injuries	None		
Flight Conducted Under	-14 CFR 91	Fire	None	Crew Pass	Serious	0		
Accident Occurred During	-APPROACH	None		O	Minor	1		
No.				O	O	0		
Aircraft Information								
Make/Model	PIPER PA-28R-200	Eng Make/Model	LYCOMING IO-360-C1C	ELT Installed/Activated	YES	UNK/NR		
Landing Gear	TRICYCLE-RETRACTABLE	Number Engines	1	Stall Warning System	YES			
Max Gross Wt	2650	Engine Type	RECIP-FUEL INJECTED					
No. of Seats	4	Rated Power	200 HP					
Environment/Operations Information								
Weather Data	Last Departure Point FERNANDINO BCH.							
Wx Briefing	Destination SAME AS ACC/INC							
Method	ATC/Airspace							
Completeness	Type of Flight Plan - NONE							
Basic Weather	Type of Clearance - NONE							
Wind Dir/Speed-	CALM	Type Apch/Lndg - STRAIGHT-IN						
Visibility	7.0	SM						
Lowest Sky/Clouds	-	CLEAR						
Lowest Ceiling	-	NONE						
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) 1						
PRIVATE	Current - UNK/NR	Total - 430						
SE LAND	Months Since - UNK/NR	Make/Model - 102						
	Aircraft Type - UNK/NR	Instrument - 0						
Instrument Rating(s) - NONE								
Narrative								
DURING ARRIVAL, THE PLT BEGAN AN APCH TO RWY 04 ON A DARK NIGHT. THE APCH TO THE RWY WAS OVER A BAY INLET & RIVER CONFLUENCE. THE PLT THOUGHT THAT THE ACFT WAS HIGH WHEN IT WAS ON FINAL APPROACH. HOWEVER IT COLLIDED WITH TREES, IMPACTED ON A ROAD SHORT OF THE RWY, THEN SLID THRU A PERIMETER FENCE. A TOXICOLOGICAL CHECK OF THE PLT'S BLOOD INDICATED AN ALCOHOL LEVEL OF 0.18%. THE RWY HAS A 1000 FT DISPLACED THRESHOLD DUE TO OBSTACLES. NO VASI LIGHTS WERE INSTALLED, BUT THE MEDIUM INTENSITY RWY LIGHTS & RWY END IDENTIFICATION LIGHTS WERE OPERATING.								

Brief of Accident (Continued)

File No. - 1856 9/03/83 ST. SIMONS ISL., GA A/C Reg. No. N4992S Time (Lcl) - 2126 EDT

Occurrence #1 UNDERSHOOT APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD
3. AIRPORT FACILITIES, VISUAL APCH SLOPE IND(VASI) - UNAVAILABLE
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. OBJECT - TREE (S)

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

Time (Lcl) - 1900 EDT

File No. - 2559

9/30/83 RINGGOLD, GA

A/C Reg. No. N6063J

Basic Information--
Type Operating Certificate--NONE (GENERAL AVIATION)

PERSONAL
Flight Conducted Under
Accident Occurred During
-MANEUVERING

Type of Operation
Flight Conducted Under
Accident Occurred During
-MANEUVERING

Aircraft Information
Make/Model - CESSNA A150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Environment/Operations Information

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

Wind Dir/Speed- 130/005 KTS
Visibility - 5.0 SM
Lowest Sky/C1ouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

Airport Proximity
OFF AIRPORT/STRIP

Itinerary
Last Departure Point
TUNNEL HILL, GA
Destination
LOCAL

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

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

Medical Certificate - EXPIRED

Age - 58
Biennial Flight Review - NO

Total - 150

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Instrument Rating - O

Multi-eng - 0

Instrument Rating(s) - NONE

Narrative--
The ACFT WAS OBSERVED BUZZING A TRUCK STOP, PARTIALLY OWNED BY THE PLT, AT LOW ALTITUDE. THE ACFT THEN STALLED & SPUN INTO THE GROUND. SOME OF THE WITNESSES OBSERVED THE PLT WAVING & ONE WITNESS SAID IT APPEARED THAT THE PLT FREQUENTLY MADE LOW FLTS OVER THE TRUCK STOP. TOXICOLOGY TESTS REVEALED A BLOOD ALCOHOL LEVEL OF 0.08%.

Brief of Accident (Continued)

File No. - 2559 9/30/83 RINGGOLD, GA A/C Reg. No. N6063J Time (Lc1) - 1900 EDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. FLIGHT AND NAVIGATION INSTRUMENTS - INATTENTIVE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
9. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 468 4/03/83 WAIMANALO, OAHU, HI A/C Reg. No. N28808 Time (Lc1) - 1350 HST

Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI
-PERSONAL
Type of Operation -14 CFR 91
Flight Conducted Under
Accident Occurred During -MANEUVERING

Aircraft Information
Make/Model - GRUMMAN AMERICAN AA-5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Crew
Pass
1
0

Fatal
1
0

Injuries
Serious
1
1

Minor
0
2

None
0
0

Environment/Operations Information

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

Wind Dir/Speed- 090/011 KTS
Visibility - 1.000 SM

Lowest Sky/Clouds - 2800 FT SCATTERED
Lowest Ceiling - 4500 FT BROKEN

Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

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

Personnel Information

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

Age - 26
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 300
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

Narrative-----

THE ACFT WAS OBSERVED MANEUVERING OVER THE WATER AT LOW ALTITUDE PRIOR TO IMPACT WITH THE WATER. A SURVIVING PAX STATED THAT HE & THE PLT HAD A BIG PARTY THE DAY BEFORE THE FLT & THEY BOTH HAD HANGOVERS THE FOLLOWING MORNING. HE FURTHER STATED THAT THEY HAD A COUPLE OF BEERS THAT MORNING, BUT DIDN'T DRINK WHILE FLYING. THE PLT'S BLOOD ALCOHOL LEVEL WAS 0.17%.

Brief of Accident (Continued)

File No. - 468 4 /03/83 WAIMANALO, OAHU, HI A/C Reg. No. N2BB08 Time (Loc) - 1350 HST

Occurrence
Phase of Operation
IN FLIGHT COLLISION WITH TERRAIN
MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALKOHOL) - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3254 8/12/83 VILLE PLATTE, LA A/C Reg. No. N21537 Time (Lc1) - 0935 CDT

Basic Information-----
Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Information
Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Environment/Operations Information-----
Wx Briefing - FSS

Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 280/005 KTS
Visibility - 7.0 SM

Lowest Sky/Clouds - 700 FT
Lowest Ceiling - 700 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

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

Age - 38
Biennial Flight Review - YES
Months Since - UNK/NR
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 209
Make/Model - 5
Instrument- 3

Instrument Rating(s) - NONE

Narrative-----
PRIOR TO TAKEOFF THE PLT HAD RECEIVED A WX BRIEFING & WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. HE WAS GIVEN CONVECTIVE SIGMET 13C WHICH CALLED FOR THUNDERSTORMS WITH TOPS ABOVE 45,000 FT THROUGHOUT HIS ROUTE OF FLT. ABOUT 25 MIN AFTER TAKEOFF FOUR WITNESSES SAW THE ACFT JUST BEFORE IT CRASHED. TWO STATED THAT THEY SAW THE ACFT IN A TURN AT ABOUT 300 FT WHEN A WING SEPARATED. THE OTHER TWO STATED THAT THE WING HAD ALREADY SEPARATED WHEN THEY SAW THE ACFT. A HEAVY THUNDERSTORM WAS IN PROGRESS AT THE TIME. AN EXAM OF THE WRECKAGE REVEALED THAT THE RIGHT WING HAD FAILED IN AN UPWARD DIRECTION & BOTH HORIZONTAL STABILATORS HAD SEPARATED DOWNWARD. THE PLT'S BLOOD ALCOHOL LEVEL WAS 0.136%.

Brief of Accident (Continued)

File No. - 3254 8/12/83 VILLE PLATE, LA A/C Reg. No. N21537 Time (Lcl) - 0935 CDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

5. AIRSPEED(VA) - ABOVE - PILOT IN COMMAND
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
7. WING - OVERLOAD
8. WING - SEPARATION
9. HORIZONTAL STABILIZER SURFACE - OVERLOAD
10. HORIZONTAL STABILIZER SURFACE - SEPARATION

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

Time (Lc1) - 2300 CDT

File No.	3154	Date	9/26/83	Airport	LEESVILLE, LA		
Basic Information			NONE (GENERAL AVIATION)				
Type Operating Certificate			NONE				
Type of Operation			PERSONAL				
Flight Conducted Under			-14 CFR 91				
Accident Occurred During			-DESCENT				
Aircraft Information			CONTINENTAL O-300-C				
Make/Model	CESNA 172E	Eng Make/Model	CONTINENTAL	Number Engines	1	Injuries	
Landing Gear	TRICYCLE-FIXED	Engine Type	RECIPROCATING-CARBURETOR	Fatal	1	Minor	
Max Gross Wt	2300	Rated Power	145 HP	Serious	0	None	
No. of Seats	4			Pass	1	0	
Environment/Operations Information			ELT Installed/Activated			YES/YES	
Weather Data	NO RECORD OF BRIEFING		Stall Warning System			-	
Wx Briefing	-	N/A	ELT			YES	
Method	-	N/A	Installed			YES	
Completeness	-	N/A	Runway Lth/Wid			3000/75	
Basic Weather	-	VMC	Runway Surface			ASPHALT	
Wind Dir/Speed-	130/004	KTS	Runway Status			DRY	
Visibility	-	160.0	SM				
Lowest Sky/Clouds	-	-	10000 FT SCATTERED				
Lowest Ceiling	-	-	Type of Flight Plan				
Obstructions to Vision	-	-	NONE				
Precipitation	-	-	NONE				
Condition of Light	-	NIGHT (DARK)					
Personnel Information			Medical Certificate			VALID MEDICAL-NO WAIVERS/LIMIT	
Pilot-In-Command	Age	47	Flight Review	Time (Hours)	UNK/NR		
Certificate(s)/Rating(s)	Current	- YES	Total	Last 24 Hrs	UNK/NR		
PRIVATE	Months Since	- 7	Make/Mode	Last 30 Days	UNK/NR		
SE LAND	Aircraft Type	- C-172	Instrument	Last 90 Days	UNK/NR		
			Multi-Eng	Rotorcraft	UNK/NR		
Instrument Rating(s)			- NONE				
Narrative							
- EARLIER IN THE DAY THE FOUR OCCUPANTS OF THE ACFT HAD BEEN REPORTED TO THE SHERIFF'S DEPT AS BEING DRUNK AT A LOUNGE NEAR ZWOLLE, LA. AFTER LANDING AT THE LEESVILLE ARPT THE ACFT RAN OFF THE ASPHALT BENDING BOTH ENDS OF THE PROP BLADES. THE OCCUPANTS ATTEMPTED TO STRAIGHTEN OUT THE BLADES WITH A PIPE WRENCH, & THEN PROCEEDED TO A NIGHT CLUB. AT 2230 TO 2300 THEY RETURNED TO THE ARPT. SHORTLY AFTER TAKEOFF THE ACFT IMPACTED TREES IN A NEAR VERTICAL NOSE DOWN ATTITUDE. THE PLT'S BLOOD ALCOHOL LEVEL WAS 0.151%.							

Brief of Accident (Continued)

File No. - 3154 9/26/83 LEESVILLE, LA A/C Reg. No. N3058U Time (Lc1) - 2300 CDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - BENT
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1107	8/06/83	WISCASSET, ME	A/C Reg. No. N193H	Time (Lcl) - 2250 EDT	
----Basic Information----		Aircraft Damage		Injuries	
Type Operating Certificate	-NONE (GENERAL AVIATION)	DESTROYED	Crew Pass	Fatal 1 Serious 0 Minor 0 None 0	
Type of Operation		Fire		0 0 0 0	
Flight Conducted Under		NONE		0 0 0 0	
Accident Occurred During		-TAKEOFF			
-----Aircraft Information-----		Eng Make/Model - CONTINENTAL IO-520-BA3		ELT Installed/Activated - YES/NO	
Make/Model	- BEECH S35	Number Engines	- 1	Stall Warning System - YES	
Landing Gear	- TRICYCLE-RETRACTABLE	Engine Type	- RECIP~FUEL INJECTED		
Max Gross Wt	- 3300	Rated Power	- 285 HP		
No. of Seats	- 4	-----Airport Proximity OFF AIRPORT/STRIP-----			
-----Environment/Operations Information-----		Itinerary		Airport Data	
Weather Data	- NO RECORD OF BRIEFING	Last Departure Point	SAME AS ACC/INC	WICASSET	
Wx Briefing	- N/A	Destination	UNK/NR	Runway Ident	- 07
Method	- N/A			Runway Lth/Wid	- 3400/ 75
Completeness	- IMC			Runway Surface	ASPHALT
Basic Weather	- CALM			Runway Status	N/A
Wind Dir/Speed-	. 125 SM	ATC/Airspace			
Visibility	- 100 FT	Type of Flight Plan	- NONE		
Lowest Sky/Clouds	- 100 FT OBSCURED	Type of Clearance	- NONE		
Lowest Ceiling	- 100 FT	Type Apch/Lndg	- UNK/NR		
Obstructions to Vision-	FOG				
Precipitation	- NONE				
Condition of Light	- NIGHT (DARK)				
-----Personnel Information-----		Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Pilot-In-Command		Biennial Flight Review	Flight Time (Hours)	Total	Last 24 Hrs - UNK/NR
Certificate(s)/Rating(s)		YES		621	Last 30 Days - UNK/NR
PRIVATE				76	Last 90 Days - 18
SE LAND				6	
				10	
Instrument Rating(s) - NONE					

-----Narrative-----
 THE ACFT WAS OBSERVED TAKING OFF ON A FOGGY NIGHT WITH A LOW OVERCAST SKY CONDITION. SHORTLY AFTER TAKING OFF, THE PLANE WAS OBSERVED TO TURN AT LOW ALT, THEN ENTER A NOSE DOWN ATTITUDE. THE ACFT CRASHED & THE NON-INSTRUMENT RATED PLT & PASSENGER WERE FATALLY INJURED. WITNESSES REPORTED THAT THE ENG WAS OPERATING UNTIL IMPACT. A PERSON THAT SAW THE OCCUPANTS AT APRX 2100 EDT REPORTED THE PLT APPEARED INCOHERENT. A TAXI DRIVER THAT TOOK THEM TO THE ARPT REPORTED THAT THE PLT WAS ASLEEP IN THE CAB. THE PASSENGER TOLD THE DRIVER THAT THEY PLANNED TO SLEEP IN THE ACFT A FEW HRS BEFORE DEPARTING. HOWEVER, THE ACFT TOOK OFF & CRASHED AT ABOUT 2250 EDT. APRX 11 MI WEST AT THE BRUNSWICK NAS, THE 1055 EDT WX WAS, IN PART: 100 FT OBSCURED, VISIBILITY 1/8 MI WITH FOG. TEMP & DEW POINT 69 DEG, WIND CALM. A TOXICOLOGICAL CHECK REVEALED THE PLT'S URINE/ALCOHOL LEVEL WAS 0.238%.

Brief of Accident (Continued)

File No. - 1107 8/06/83 WISCASET, ME A/C Reg. No. N193H Time (Lc1) - 2250 EDT

Occurrence #1
Phase of Operation

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, PHYSICAL IMPAIRMENT(ALKOHOL) - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARED - INADEQUATE - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
7. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2
Phase of Operation

Finding(s)

8. LIGHT CONDITION - DARK NIGHT
9. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3
Phase of Operation

Probable Cause

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6,9,10

Factor(s) relating to this accident is/are finding(s) 4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2048	10/22/83	BURNIPS, MI	A/C Reg. No. N2172E	Time (Lc1) - 0630 EDT

Basic Information		None (GENERAL AVIATION)		
Type Operating Certificate	None			
Type of Operation	-PERSONAL			
Flight Conducted Under	-14 CFR 91			
Accident Occurred During	-LANDING			

Aircraft Information		CONTINENTAL A-65		
Make/Model	- AERONCA 7AC			
Landing Gear	- TAILWHEEL-ALL FIXED			
Max Gross Wt	- 1220			
No. of Seats	- 2			

Environment/Operations Information		Itinerary		
Weather Data	Last Departure Point			
Wx Briefing	GREENVILLE, MI			
Method	- N/A			
Completeness	- N/A			
Basic Weather	- VMC			
Wind Dir/Speed-	- VARIABLE			
Visibility	- 3,000 SM			
Lowest Sky/Clouds	- UNK/NR			
Lowest Ceiling	- UNK/NR			
Obstructions to Vision-	- HAZE			
Precipitation	- DRIZZLE			
Condition of Light	- DAWN			

Personnel Information		Age - 32		
Pilot-In-Command	Biennial Flight Review			Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Total	Flight	Time (Hours)	
PRIVATE	-	205	-	UNK/NR
SE LAND	Months Since	- NO	24 Hrs	UNK/NR
	Aircraft Type	- UNK/NR	30 Days	UNK/NR
		- UNK/NR	90 Days	UNK/NR
		-	Rotorcraft	-

Instrument Rating(s)		- NONE		

Narrative		The PLT HAD CONSUMED 4 BEERS AFTER 2200 EDT, WHILE AT THE BOSTWICK LAKE INN, THEN CONSUMED ANOTHER BEER AFTER HE LEFT THE INN. AT APRX 0330 EDT, HE & A PASSENGER TOOK OFF FROM AN UNLIT ARPT. THE PLT STATED THAT SHORTLY AFTER TAKEOFF, HE BECAME DISORIENTED & WAS UNABLE TO FIND THE ARPT. HE CONTINUED FLYING UNTIL APPROX 0630 EDT. WHEN HE DECIDED TO LAND IN A FIELD DUE TO LOW FUEL QUANTITY. DURING THE LANDING, THE ACFT ENCOUNTERED SOFT TERRAIN & THE RT MAIN GEAR COLLAPSED. THE PLT REVIEW & DID NOT HAVE A VALID BIENNIAL FLT REVIEW FOR RECENTY REQUIREMENTS FOR FLYING WITH A PASSENGER AT NIGHT.		

Brief of Accident (Continued)

File No. - 2048 10/22/83 BURNIPS, MI A/C Reg. No. N21172E

Time (Lc1) - 0630 EDT

Occurrence
Phase of Operation

MAIN GEAR COLLAPSED
LANDING - ROLL

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT
5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
8. FLUID, FUEL - LOW LEVEL
9. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
10. TERRAIN CONDITION - SOFT
11. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
12. LANDING GEAR, MAIN GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,11

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3045	10/09/83	SULLIVAN, MO	A/C Reg. No. N55008	Time (Lc1) - 1130 CDT
Basic Information				
Type Operating Certificate-NONE (GENERAL AVIATION)				
Type of Operation	-PERSONAL	Aircraft Damage	Fatal	Injuries
Flight Conducted Under	-14 CFR 91	DESTROYED	1	Minor
Accident Occurred During	-APPROACH	Fire	1	None
Aircraft Information				
Make/Model	BELLanca 8KCAB	Eng Make/Model	LYCOMING AEIO-360-H1A	ELT Installed/Activated - YES/YES
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	180 HP	
Environment/Operations Information				
Weather Data	NO RECORD OF BRIEFING	Itinerary	Airport Proximity	
Wx Briefing	-	Last Departure Point	OFF AIRPORT/STRIP	
Method	N/A	CHESTERFIELD, MO		
Completeness	N/A	Destination	Airport Data	
Basic Weather	VMC	ROLLA, MO	Runway Ident	- N/A
Wind Dir/Speed-	045/005 KTS	ATC/Airspace	Runway Lth/Wid	- N/A
Visibility	10.0 SM	Type of Flight Plan	Runway Surface	- N/A
Lowest Sky/Clouds	CLEAR	Type of Clearance	Runway Status	- N/A
Lowest Ceiling	-	Type Apch/Lndg		
Obstructions to Vision	NONE	UNK/NR		
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)		
COMMERCIAL, CFI	Current - UNK/NR	Total - 1600	Last 24 Hrs -	UNK/NR
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days -	UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days -	UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft -	UNK/NR
Instrument Rating(s) - AIRPLANE				

Narrative --- THE ACFT COLLIDED WITH TREES DURING AN ATTEMPTED GO-AROUND FROM A PRECAUTIONARY/FORCED LANDING. THERE WERE NO RADIO CALLS FROM THE PILOT BUT EVIDENCE DISCOVERED IN THE ENGINE TEAR DOWN REVEALED INTERNAL PROBLEMS. THE MAGNETO HAD BROKEN AND THE OIL PAN CONTAINED A LARGE AMOUNT OF METALLIC PARTICLES. THE MAIN OIL SCREEN CONTAINED A LARGE AMOUNT OF METALLIC PARTICLES. THE ENGINE WAS STILL OPERABLE BUT THE ROD BEARINGS WERE LACKING LUBRICATION AND THE GENERAL CONDITION OF THE ENGINE WAS NOT GOOD. IN ATTEMPTING THE LANDING THE PLT OVERSHOT THE FIELD TOUCHING DOWN ABOUT 150 FT FROM LARGE TREES IN FRONT OF HIM. THE GROUND ROLL WAS SHORT; ABOUT 45 FT, AND ABOUT 105 FT LATER THE ACFT COLLIDED WITH A LARGE TREE ABOUT 7 FT AGL. THE TOXICOLOGY REPORT ON THE PLT ALCOHOL IN THE LIVER TISSUE FLUID OF 0.147%.

Brief of Accident (Continued)

File No. - 3045 10/09/83 SULLIVAN, MO A/C Reg. No. N55008 Time (Lc1) - 1130 CDT

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

Finding(s)

1. IGNITION SYSTEM,MAGNETO - FAILURE,TOTAL
2. MAINTENANCE,ADJUSTMENT - IMPROPER - PILOT IN COMMAND
3. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,PARTIAL
4. LUBRICATING SYSTEM - BLOCKED(PARTIAL)

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

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

6. OBJECT - TREE(S)
7. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
8. IMPROPER DECISION,PHYSICAL IMPAIRMENT(AlCOHOL) - PILOT IN COMMAND
9. DISTANCE - MISJUDGED - PILOT IN COMMAND
10. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable cause(s) of this accident
is/are finding(s) 1,2,3,4,7,8,9,10

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2579	11/24/83	WAYNESVILLE, NC	A/C Reg. No. N6623C	Time (Lc1) - 1755 EST	
Basic Information Certificate-NONE (GENERAL AVIATION)					
Type Operating	-PERSONAL				
Type	-CRUISE				
Type of Operation	-14 CFR 91				
Flight Conducted Under					
Accident Occurred During	-CRUISE				
Aircraft Information					
Make/Model	- CESSNA 414A	Eng Make/Model	- CONTINENTAL TSIO-520-N	ELT Installed/Activated - YES-UNK/NR	
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System - YES	
Max Gross Wt	- 6750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		
Environment/Operations Information					
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		Airport Proximity	
Method	- N/A	WEST CHICAGO, IL		OFF AIRPORT/STRIP	
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SYLVA, NC			
Wind Dir/Speed-	- 340/013 KTS	ATC/Airspace	- NONE	Runway Ident	- N/A
Visibility	- 5.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- SCATTERED	Type of Clearance	- NONE	Runway Surface	- N/A
Lowest Ceiling	- 1500 FT BROKEN	Type Apch/Lndg	- NONE	Runway Status	- N/A
Obstructions to Vision	- FOG				
Precipitation	- RAIN				
Condition of Light	- NIGHT(DARK)				
Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT					
Age	- 53	Biennial Flight Review	- YES	Flight Time (Hours)	
Certificate(s)/Rating(s)		Current	-	Total - 2000	
PRIVATE		Months Since	- 19	Make/Model - 713	
SE LAND, ME LAND		Aircraft Type	- C-414A	Instrument - UNK/NR	
				Multi-Eng - UNK/NR	
Instrument Rating(s) - AIRPLANE					
Personnel Information					
Pilot-In-Command					
Certificate(s)/Rating(s)					
PRIVATE					
SE LAND, ME LAND					
Narrative					
AFTER DEPARTURE AT 1417 CST, RADAR TRACK SHOWED THE ACFT CLIMBING TO & MAINTAINING 7,600 FT UNTIL ABOUT 1733 EST & AFTER CROSSING THE KNOXVILLE VOR. THE ACFT THEN DESCENDED & CROSSED THE SNOWBIRD VOR AT ABOUT 6,700 FT. THERE WERE SEVERAL UP & DOWN ALTITUDE EXCURSIONS. AFTER CROSSING SNOWBIRD VOR THE ACFT TURNED SOUTH & AGAIN THERE WERE ALTITUDE EXCURSIONS. THE FINAL RADAR CONTACT WAS AT 6,100 FT & ABOUT 1 MI FROM THE CRASH SITE. THE ACFT HAD IMPACTED MOUNTAINOUS TERRAIN AT ABOUT 6,000 FT MSL & 11 MI FROM THE DESTINATION. METEOROLOGICAL CONDITIONS AT THE CRASH SITE INCLUDED LOW CLOUDS & PRECIPITATION. THE PLT'S BLOOD ALCOHOL LEVEL WAS 0.04%.					

Brief of Accident (Continued)

File No. - 2579 11/24/83 WAYNESVILLE, NC A/C Reg. No. N6623C Time (Lc1) - 1755 EST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - RAIN
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. TERRAIN CONDITION - HIGH TERRAIN
7. ALTITUDE - INADEQUATE - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2565	8/20/83	CONCHAS, NM	A/C Reg. No. N5429U	Time (Lc1) - 2008 MDT
Basic Information---- Type Operating Certificate-NONE (GENERAL AVIATION)				
Type of Operation	-PERSONAL	Aircraft Damage	Fatal	Injuries
Flight Conducted Under	-14 CFR 91	DESTROYED	1	Minor
Accident Occurred During	-DESCENT	Fire	0	None
Aircraft Information---- Make/Model - BEECH V35				
Landing Gear	- TRICYCLE-RETRACTABLE	ON GROUND	Crew Pass	0
Max Gross Wt	- 3400			0
No. of Seats	- 4			0
Environment/Operations Information----				
Weather Data	Itinerary			
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	Airport Proximity	
Method	- N/A	SAME AS ACC/INC	OFF AIRPORT/STRIP	
Completeness	- N/A	Destination		
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed-	180/008 KTS	ATC/Airspace	Airport Data	
Visibility	- 20.0 SM	Type of Flight Plan	CONCHAS DAM	
Lowest Sky/Clouds	- 6000 FT SCATTERED	- NONE	Runway Ident	- 09
Lowest Ceiling	- NONE	Type of Clearance	Runway Lth/Wid	- 4800/ 50
Obstructions to Vision-	- NONE	- NONE	Runway Surface	- ASPHALT
Precipitation	- NONE	Type Apch/Lndg	Runway Status	- DRY
Condition of Light	- DUSK			
Personnel Information----				
Pilot-In-Command	Age - 40	Medical Certificate	VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Total	Flight Time (Hours)	
PRIVATE	- YES	-	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - 21	Make/Model-1	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument-	Last 90 Days- UNK/NR	
Instrument Rating(s) - NONE				

Narrative----
IT WAS REPORTED THAT THE PLT HAD BEEN GIVING RIDES TO VARIOUS FAMILY MEMBERS & THE ACFT WAS OBSERVED FLYING IN THE AREA OF CONCHAS LAKE ON SEVERAL OCCASIONS. IT WAS ALSO REPORTED THAT THE ACFT HAD "BUZZED" BOATS ON THE LAKE SEVERAL TIMES DURING THE DAY. THE ACCIDENT FL DEPARTED THE ARPT WITH FOUR ADULTS ABOARD: THREE BROTHERS & ONE SISTER. THE ACFT DEPARTED RWY 9 & TRAVELED ABOUT 3/4 MI BEFORE IMPACTING IN THE DESERT IN A STEEP NOSE DOWN ATTITUDE. EXAMINATION OF THE THROWOVER CONTROL WHEEL & ITS PIVOTING ARM, WHICH HAD SEPARATED, INDICATED IT WAS MOST PROBABLY POSITIONED FOR USE BY THE RIGHT SEAT PASSENGER WHO WAS NOT A CERTIFICATED PLT. THE PLT'S MUSCLE TISSUE ALCOHOL LEVEL WAS 0.113

Brief of Accident (Continued)

File No. -	2565	8/20/83	CONCHAS, NM	A/C Reg. No.	N5429U	Time (Lc1) -	2008 MDT
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Occurrence #1
Phase of Operation

LOSS OF CONTROL - IN FLIGHT
TAKEOFF - INITIAL CLIMB

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. AIRCRAFT HANDLING - UNCONTROLLED - PASSENGER

Occurrence #2
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN
DESCENT - UNCONTROLLED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. -	926	8/14/83	NR JACKPOT, NV	A/C Reg. No. N5533Z
Basic Information				Injuries
Type Operating Certificate-NONE (GENERAL AVIATION)				Serious Minor
Type of Operation	-PERSONAL			None 0 0
Flight Conducted Under	-14 CFR 91			0 0 0
Accident Occurred During	-MANEUVERING			
Aircraft Information				ELT Installed/Activated - YES/YES Stall Warning System - YES
Make/Model	- PIPER PA-22-108	Eng Make/Model	- LYCOMING O-235	
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 108 HP	
Environment/Operations Information				Airport Proximity OFF AIRPORT/STRIP
Weather Data	- NO RECORD OF BRIEFING	Last Departure Point	JACKPOT, NV	
Wx Briefing	- N/A	Destination	BLACKFOOT, ID	
Method	- N/A			
Completeness	- N/A			
Basic Weather	- VMC	ATC/Airspace		
Wind Dir/Speed	- 340/008 KTS	Type of Flight Plan	- NONE	
Visibility	- 50.0 SM	Type of Clearance	- NONE	
Lowest Sky/Clouds	- SCATTERED	Type Apch/Lndg	- NONE	
Lowest Ceiling	- NONE			
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
Pilot-In-Command				Medical Certificate - EXPIRED
Certificate(s)/Rating(s)				Age - 29
STUDENT				Biennial Flight Review
				Total - UNK/NR
				Make/Model - UNK/NR
				Instrument - UNK/NR
				Multi-Eng - UNK/NR
				UNK/NR
				UNK/NR
				UNK/NR
				UNK/NR

Instrument Rating(s) - **NONE**

-----Narrative-----
SUBSEQUENTLY, THE ACFT CERTIFIES
PRIOR TO THE ACCIDENT, THE ACFT WAS OBSERVED MANEUVERING IN THE VICINITY. BOTH OF THE OCCUPANTS HAD STUDENT PLT CERTIFICATES
GROUND WHILE IT WAS BEING FLOWN UNDER A 40 FT POWER LINE. BOTH OF THE OCCUPANTS WAS THE OWNER OF THE ACFT & WAS PRESUMED TO HAVE BEEN THE PILOT-IN COMMAND.
THAT HAD EXPIRED. ONE OF THE OCCUPANTS WAS THE OWNER OF THE ACFT & WAS PRESUMED TO HAVE BEEN THE PILOT-IN COMMAND.
HIS BLOOD ALCOHOL LEVEL WAS 0.202%.

Brief of Accident (Continued)

File No. -	926	8/14/83	NR JACKPOT, NV	A/C Reg. No. N5533Z	Time (LC1) - 1653 MDT
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Occurrence Phase of Operation
IN FLIGHT COLLISION WITH TERRAIN
MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
3. LOW PASS - INITIATED - PILOT IN COMMAND
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2475	8/29/83	COLUMBIA STA., OH	A/C Reg. No. N354OS	Time (Lc1) - 2100 EDT
Basic Information		Aircraft Damage		Injuries
Type Operating Certificate-NONE (GENERAL AVIATION)		DESTROYED	Crew Fatal	Serious 0
Type of Operation	-PERSONAL	Fire	Pass 0	Minor 1
Flight Conducted Under	-14 CFR 91	NONE		None 0
Accident Occurred During	-APPROACH			
Aircraft Information		ELT Installed/Activated - YES-UNK/NR		
Make/Model	CESSNA 172E	CONTINENTAL O-300-D	Stall Warning System - YES	
Landing Gear	TRICYCLE-FIXED	Number Engines : 1		
Max Gross Wt	2300	Engine Type : RECIPROCATING-CARBURETOR		
No. of Seats	1	Rated Power : 145 HP		
Environment/Operations Information		Airport Proximity		
Weather Data	NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Wx Briefing	- N/A	STRONGVILLE, OH		
Method	- N/A	Destination	Airport Data	
Completeness	- N/A	SAME AS ACC/INC	COLUMBIA STATION	Ident - 36
Basic Weather	- VMC		Runway Lth/Wid -	2000/ 50
Wind Dir/Speed-	300/003 KTS	ATC/Airspace	Runway Surface - ASPHALT	
Visibility	15.0 SM	Type of Flight Plan - NONE	Runway Status - DRY	
Lowest Sky/Clouds	- CLEAR	Type of Clearance - NONE		
Lowest Ceiling	- NONE	Type Apch/Lndg - FULL STOP		
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- NIGHT(BRIGHT)			
Personnel Information		Medical Certificate - EXPIRED		
Pilot-In-Command	Age - 48	Biennial Flight Review	Total - 36	Last 24 Hrs - UNK/NR
Certificate(s)/Rating(s)	Current - N/A	Months Since - N/A	Make/Mode1- 12	Last 30 Days- UNK/NR
NONE	Aircraft Type - N/A	Instrument- 0		Last 90 Days- UNK/NR
Instrument Rating(s) - NONE				

Narrative--
ACCORDING TO THE NON-RATED PLT, HE WAS ON DOWNWIND TO LAND WHEN HE APPLIED CARBURETOR HEAT, THEN THE ENG RPM BEGAN TO DECREASE. HE STATED THAT HE PUSHED THE THROTTLE FORWARD, BUT GOT NO RESPONSE FROM THE ENG. HE FURTHER STATED THAT THE ACFT CONTINUED TO LOSE ALTITUDE & HIT POWER LINES. HOWEVER, THE PASSENGER, WHO WAS A RATED PLT STATED THAT HE WAS NOT AWARE THE PLT WAS NOT RATED. THE PASSENGER REPORTED THAT HE OBSERVED NO MALFUNCTION OF THE POWER PLANT OPERATION BUT THAT THE ACFT WAS FLOWN TOO LOW TO CLEAR THE POWER LINES. AFTER COLLIDING WITH THE POWER LINES, THE ACFT CRASHED TO THE GROUND IN AN INVERTED ATTITUDE. THE PLT HAD PREVIOUSLY OBTAINED A STUDENT PLT CERTIFICATE, BUT HIS MEDICAL HAD EXPIRED. A TOXICOLOGICAL EXAM REVEALED THAT HE HAD A BLOOD ALCOHOL LEVEL OF 0.147%.

Brief of Accident (Continued)

File No. - 2475	8/29/83	COLUMBIA STA., OH	A/C Reg. No. N3540S	Time (Lct) - 2100 EDT
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Occurrence #1
Phase of Operation UNDERSHOOT APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
3. LIGHT CONDITION - NIGHT
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. OBJECT - WIRE, TRANSMISSION

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2871 3/30/83 ENID,OK A/C Reg. No. N18314 Time (Lc1) - 0530 CST

Basic Information		Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries	
Type of Operation		DESTROYED		Fatal		Minor	
Flight Conducted Under		Fire		1		None	
Accident Occurred During		NONE		0		0	
Aircraft Information		Eng Make/Model - CONTINENTAL IO-520-BA		ELT Installed/Activated - YES/NO			
Make/Model		Number Engines - 1		Stall Warning System - YES			
Landing Gear		Engine Type - RECIP-FUEL INJECTED					
Max Gross Wt		Rated Power - 285 HP					
No. of Seats							
Environment/Operations Information							
Weather Data		Itinerary		Last Departure Point		Proximity OF AIRPORT/STRIP	
Wx Briefing		ENID,OK		ENID,OK		WOODRING	
Method		Destination		Ident		N/A	
Completeness		LOCAL		Runway Lth/Wd		N/A	
Basic Weather		ATC/Airspace		Runway Surface		GRASS/TURF	
Wind Dir/Speed		Type of Flight Plan - NONE		Status		WET	
Visibility		Type of Clearance - NONE		Type		SOFT	
Lowest Sky/Clouds		Type Apch/Lndg - NONE		Apch/Lndg			
Lowest Ceiling							
Obstructions to Vision-		FOG					
Precipitation		NONE					
Condition of Light		NIGHT(DARK)					
Personnel Information		Age - 22		Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT			
Pilot-In-Command		Biennial Flight Review		Flight Time (Hours)			
Certificate(s)/Rating(s)		Current - UNK/NR		Total - 148		Last 24 Hrs - UNK/NR	
PRIVATE		Months Since - UNK/NR		Make/Mode 1 - 80		Last 30 Days - 2	
SE LAND		Aircraft Type - UNK/NR		Instrument - 3		Last 90 Days - 13	
Instrument Rating(s) - NONE							
Narrative							
DURING THE EARLY MORNING HOURS, THE ACFT CRASHED AT THE EDGE OF A WHEAT FIELD ON RELATIVELY LEVEL TERRAIN. THE MAIN WRECKAGE THEN CROSSSED A ROAD & CAME TO REST IN ANOTHER FIELD. THERE WERE NO KNOWN WITNESSES. A PASSING FARMER DISCOVERED THE WRECKAGE AT ABOUT 0830 CST. THE MEDICAL EXAMINER ESTIMATED THE OCCUPANTS WERE FATALLY INJURED AT APRX 0600. HOWEVER, THE TOWER HAD BEEN MANNED AT 0540 & NO RADIO CALLS WERE RECEIVED FROM THE ACFT AFTER THAT TIME. THUS, THE TIME OF THE ACCIDENT WAS PRESUMED TO BE AT ABOUT 0530. AT 0600, THE 1ST WX OBSERVATION AT ENID, OK WAS: 500 FT BROKEN, 25,000 FT OVERCAST, VISIBILITY 4 MI WITH FOG. BY 0632, THE WX HAD DETERIORATED TO 100 FT OBSCURED WITH FOG. EXAM OF THE WRECKAGE REVEALED THE ACFT HAD IMPACTED LEFT WING 1ST. WHILE IN NEAR WINGS LEVEL FLT. NO PREIMPACT MECHANICAL PROBLEM WAS EVIDENT. BOTH OCCUPANTS HAD BEEN OBSERVED DRINKING UNTIL APRX 0130. A CHECK OF THE PLT'S BLOOD REVEALED AN ALCOHOL LEVEL OF 0.11%. THE ACFT CRASHED ABOUT 4 MI SE OF THE ARPT. HEADED NW.							

Brief of Accident (Continued)

File No. - 2871 3/30/83 ENID, OK

A/C Reg. No. N18314 Time (Lcl) - 0530 CST

Occurrence Phase of Operation IN FLIGHT ENCOUNTER WITH WEATHER CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPAREDNESS - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION, PHYSICAL IMPAIRMENT(ALKOHOL) - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Probable Cause

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident Time (Lc1) - 2000 CDT

File No. - 3178 10/29/83 FAIRVIEW,OK

A/C Reg. No. N5343A

Basic Information		Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED		Fatal 1	Injuries Minor 0	None 0
				Fire		Crew Pass 1	0	0
				NONE				
Type of Operation		PERSONAL						
Flight Conducted Under		-14 CFR 91						
Accident Occurred During		-DESCENT						
Aircraft Information		Eng Make/Model - CONTINENTAL O-470M		ELT Installed/Activated - YES/NO				
Make/Model		Number Engines - 2		Stall Warning System - YES				
Landing Gear		Engine Type - RECIPROCATING-CARBURETOR						
Max Gross Wt		Rated Power - 240 HP						
No. of Seats								
Environment/Operations Information								
Weather Data		Last Record of Briefing		Itinerary		Airport Proximity OFF AIRPORT/STRIP		
Wx Briefing		- NO RECORD OF BRIEFING		Last Departure Point OKLAHOMA CITY,OK		Runway Ident - N/A		
Method		Destination ALVA,OK				Runway Lth/Wid - N/A	Runway Surface - N/A	
Completeness		ATC/Airspace				Runway Status - N/A		
Basic Weather		Wind Dir/Speed- 040/002 KTS		Type of Flight Plan - NONE				
		Visibility - 4,000 SM		Type of Clearance - NONE				
		Lowest Sky/Clouds - 4000 FT SCATTERED		Type Apch/Lndg - NONE				
		Lowest Ceiling - 8000 FT BROKEN						
		Obstructions to Vision - GROUND FOG						
		Precipitation of Light - NONE						
		Condition of Light - NIGHT (DARK)						
Personnel Information		Age - 58		Medical Certificate - VALID MEDICAL -WAIVERS/LIMIT				
Pilot-In-Command		Biennial Flight Review - NO		Flight Time (Hours) Last 24 Hrs - UNK/NR				
Certificate(s)/Rating(s)		Current - UNK/NR		Total - UNK/NR				
PRIVATE		Months Since - 35		Make/Mode 1 - UNK/NR				
SE LAND, ME LAND		Aircraft Type - C-310		Instrument - UNK/NR				
				Mult 1-Eng - UNK/NR				
Instrument Rating(s)		- NONE						
Narrative								
THE ACFT WAS OBSERVED TO TAKE OFF AT ABOUT 1830. WITNESSES NEAR THE CRASH SITE REPORTED SEEING & HEARING A LOW FLYING ACFT AT ABOUT 2000 & STATED THE ENGS WERE RUNNING SMOOTHLY. THERE WAS FOG IN THE LOW AREAS WITH VISIBILITY OF LESS THAN 1/4 MI IN THOSE AREAS. THE WING TIP LIGHTS WERE OBSERVED TO DESCEND SLOWLY UNTIL OUT OF SIGHT. THE ACFT HAD IMPACTED THE GROUND IN A NEAR WINGS LEVEL ATTITUDE & AT A HIGH RATE OF SPEED. THE CRASH SITE IS 71 MI FROM THE POINT OF DEPARTURE. THE PLT'S BLOOD ALCOHOL LEVEL WAS 0.171%.								

Brief of Accident (Continued)

File No. - 3178 10/29/83 FAIRVIEW, OK A/C Reg. No. N5343A Time (Lc1) - 2000 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

--Probable Cause--

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

F11e No. - 102	1/13/83	SUNRIVER,OR	A/C Reg. No. N29757	Time (Lct) - 1610 PST
Basic Information---- Type Operating Certificate-NONE (GENERAL AVIATION)				
Type of Operation	-PERSONAL	Aircraft Damage	Injuries	
Flight Conducted Under	-14 CFR 91	DESTROYED	Fatal 1	Minor 0
Accident Occurred During	-MANEUVERING	Fire 0	Serious 0	None 0
Aircraft Information---- Make/Model - BELLanca 8KCAB				
Landing Gear	- TAILWHEEL-ALL FIXED	Eng Make/Model - LYCOMING AEIO-360-HIA	ELT Installed/Activated - YES/YES	
Max Gross Wt	- 1800	Number Engines - 1	Stall Warning System - YES	
No. of Seats	- 2	Engine Type - RECIP-FUEL INJECTED		
Rated Power - 180 HP				
Environment/Operations Information----				
Wx Briefing	- NO RECORD OF BRIEFING	Itinerary	Airport Proximity ON AIRPORT	
Method	- N/A	Last Departure Point	Airport Data	
Completeness	- N/A	SAME AS ACC/INC	SUNRIVER	
Basic Weather	- VMC	Destination	Runway Ident	36
Wind Dir/Speed-	CALM	MERRILL, OR	Runway Lth/Wd	- 4500/ 60
Visibility	- 15.0	ATC/Airspace	Runway Surface	- ASPHALT
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan - NONE	Runway Status	- DRY
Lowest Ceiling	- NONE	Type of Clearance - NONE		
Obstructions to Vision-	NONE	Type Apch/Lndg - 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 - 300	24 Hrs - UNK/NR	
SE LAND	Months Since - 9	Wake/Mode1- 260	30 Days- UNK/NR	
	Aircraft Type - 8KCAB	Instrument- 0	90 Days- UNK/NR	
		Multi-Eng - 300	Rotorcraft - 0	
Instrument Rating(s) - NONE				
Narrative---- THE AIRCRAFT DEPARTED THE RUNWAY, ENTERED A STEEP CLIMB AND REVERSED COURSE BACK OVER THE RUNWAY IN THE OPPOSITE DIRECTION. AT ABOUT 200 FEET AGL, THE AIRCRAFT ROLLED TO THE LEFT AND NOSED DOWN INTO THE GROUND. THE PILOT HAD CALLED UNICOM AND SAID HE WAS GOING TO MAKE A LOW PASS OVER THE RUNWAY. HE HAD ALSO DISCUSSED DOING A ROLL OVER THE AIRPORT WITH AIRPORT EMPLOYEES WHO ADVISED AGAINST IT. NO ONE COULD ESTABLISH THAT THE PILOT HAD ANY AEROBATIC TRAINING. ALSO THE TOXICOLOGICAL REPORT SHOWED THE PILOT'S URINE/ALCOHOL LEVEL AS 0.141%.				

Brief of Accident (Continued)

File No. - 102 1/13/83 SUNRIVER, OR A/C Reg. No. N29757 Time (Lc1) - 1610 PST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
3. IMPROPER DECISION OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LOW PASS - PERFORMED - PILOT IN COMMAND
5. AEROBATICS - PERFORMED - PILOT IN COMMAND
6. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND

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

Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6,7

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 249 4/23/83 LEBANON, OR

Basic Information

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Information

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Aircraft Damage

DESTROYED
Fire
NONE

Injuries

Minor
Serious
Fatal
Crew
Pass

Time (Lc1)

- 1600 PST

Environment/Operations Information

Weather Data Briefing - NO RECORD OF BRIEFING
Wx Briefing - N/A
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - CALM
Visibility - 5.0
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - BROKEN
Obstructions to Vision - NONE
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Aircraft Damage

DESTROYED
Fire
NONE

Injuries

Minor
Serious
Fatal
Crew
Pass

Time (Lc1)

- 1600 PST

Aircraft Damage

DESTROYED
Fire
NONE

Injuries

Minor
Serious
Fatal
Crew
Pass

Time (Lc1)

- 1600 PST

Personnel Information

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity ON AIRPORT

Airport Data

LEBANON	Icndt	- UNK/NR
Runway Lth/Wld	Surface	- UNK/NR
Runway Rating	WET	- ASPHALT
Runway Status		

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total

Last 24 Hrs

Last 30 Days

Last 90 Days

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total

Last 24 Hrs

Last 30 Days

Last 90 Days

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total

Last 24 Hrs

Last 30 Days

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Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

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Last 24 Hrs

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Last 90 Days

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total

Last 24 Hrs

Last 30 Days

Last 90 Days

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total

Last 24 Hrs

Brief of Accident (Continued)

File No. - 249 4/23/83 LEBANON, OR A/C Reg. No. N95341 Time (Lcl) - 1600 PST

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND
2. LOW PASS - PILOT IN COMMAND
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALKOHOL) - PILOT IN COMMAND
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1504 10/27/83 CLIFTON, TN A/C Reg. No. N48825 Time (Lcl) - 1800 CDT

Basic Information
Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Information
Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Injuries

Fatal
0

Serious
1

Minor
0

None
0

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Environment/Operations Information
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - UNK/NR
Visibility - 10.0
Lowest Sky/CLOUDS - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

Airport Proximity

UNK/NR

Airport Data

SHREVEPORT, LA

Last Departure Point

NASHVILLE, TN

Destination

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Runway Ident

Runway Lth/Wid

Runway Surface

Runway Status

Runway

Medical Certificate - VALID MEDICAL WAIVERS/LIMIT

Biennial Flight Review

Total - 135

Current - YES

Last 24 Hrs - UNK/NR

Months Since - 1

Last 30 Days - 14

Aircraft Type - 152

Last 90 Days - 44

Instrument - 5

Instrument Rating(s) - NONE

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Narrative:

ACCORDING TO THE PLT, HE WAS DESCENDING FROM 8500 FT TO 2500 FT WHEN THE ENG QUIT WITHOUT WARNING AT APRX 4500 FT.

HE STATED THAT HE MADE A "MAYDAY" CALL & ATTEMPTED TO MAKE AN EMERGENCY LANDING IN A FIELD. HOWEVER, THE ACFT

HIT SOME TREES AT THE EDGE OF THE FIELD & THE PLANE CRASHED UPSIDE DOWN. AN INVESTIGATION REVEALED THAT THE

BAFFLING IN THE MUFFLER HAD COME LOOSE & HAD BECOME JAMMED IN THE OUTLET, THUS STOPPING THE FLOW OF THE EXHAUST.

A SAMPLE OF THE PLT'S BLOOD WAS TESTED & FOUND TO CONTAIN 0. 20% ALCOHOL.

Brief of Accident (Continued)

File No. - 1504 10/27/83 CLIFTON, TN A/C Reg. No. N48825 Time (Lc1) - 1800 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)
1. EXHAUST SYSTEM, MUFFLER " FAILURE, TOTAL
2. EXHAUST SYSTEM - BLOCKED(PARTIAL)

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)
3. OBJECT - TREE(S)
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALKOHOL) - PILOT IN COMMAND
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. -	1159	2/03/83	LA PORTE, TX	A/C Reg. No.	N4BX	Time (Lc1) -	1640 CST
Basic Information				Aircraft Damage			
Type Operating Certificate	-NONE	(GENERAL AVIATION)		Substantial	Crew	Injuries	None
Type of Operation	-EXECUTIVE/CORPORATE		Fire	Pass	Fatal	Serious	1
Flight Conducted Under	-14 CFR 91		None		0	0	0
Accident Occurred During	-TAKEOFF				0	0	0

Aircraft Information				Eng Make/Model	CONTINENTAL TSIO-360-C	ELT Installed/Activated	YES-UNK/NR
Make/Model	- CESSNA P337H	Number Engines	- 2	Stall Warning System	- YES		
Landing Gear	- TRICYCLE-RETRACTABLE	Engine Type	- RECIP-FUEL INJECTED				
Max Gross Wt	- 4630	Rated Power	- 225 HP				

Environment/Operations Information				Itinerary	Airport Proximity		
Weather Data	- NO RECORD OF BRIEFING	Last Departure Point	SAME AS ACC/INC		OFF AIRPORT/STRIP		
Wx Briefing	- N/A	Destination	HUNTSVILLE, TX		Airport Data		
Method	- N/A				LA PORTE		
Completeness	- N/A				Runway Ident	- 04	
Basic Weather	- VMC				Runway Lth/Wid	- 3000/	75
Wind Dir/Speed-	- 045/005 KTS	ATC/Airspace	Type of Flight Plan	- NONE	Runway Surface	- MACADAM	
Visibility	- 5.0		Type of Clearance	- NONE	Runway Status	- DRY	
Lowest Sky/Clouds	- SCATTERED		Type Apch/Lndg	- NONE			
Lowest Ceiling	- NONE						
Obstructions to Vision	- NONE						
Precipitation	- NONE						
Condition of Light	- DAYLIGHT						

Personnel Information				Age	61	Medical Certificate	VALID MEDICAL-NO WAIVERS/LIMIT
Pilot-In-Command	-	Biennial Flight Review	Total	Flight Time (Hours)			
Certificate(s)/Rating(s)	-	Current	- YES	- 16698	Last 24 Hrs -	1	
ATP	-	Months Since	- 23		Last 30 Days -	UNK/NR	
SE LAND, ME LAND	-	Aircraft Type	- UNK/NR		Last 90 Days -	112	

Instrument Rating(s) - AIRPLANE

Narrative				Shortly after lift-off, the acft started its initial climb, then entered a slow descent. The flight was continued until the acft collided with a tv cable, suspended below telephone cables on the same poles. The acft contacted the ground, bounced & became airborne 2 times, then continued on the ground. The plane crossed a road, hit a road sign, ran through a fence, hit a detached garage, then flipped inverted & stopped. The plt stated that the rear engine lost either partial or all power. A mechanic reported seeing the acft taxi with the aft engine not operating. He was unable to stop the plt to tell him. No rotational damage was noted on the aft propeller. During an operational exam of the power plants, the aft engine checked normal, but the front engine would develop only aprx 200 hp instead of the 225 rated takeoff hp due to a faulty engine turbo controller. The plt told a police officer that he had a couple of drinks & was arrested for intoxication when he refused a breathalyzer test.
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Brief of Accident (Continued)

File No. - 1159 2/03/83 LA PORTE, TX A/C Reg. No. N4BX Time (Lc1) - 1640 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALE
Phase of Operation UNKNOWN

Finding(s)
1. EXHAUST SYSTEM, TURBOCHARGER - FAILURE, PARTIAL

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

Finding(s)

2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
7. OBJECT - WIRE, TRANSMISSION

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

Finding(s)

8. OBJECT - FENCE
9. OBJECT - BUILDING(NONRESIDENTIAL)

Occurrence #4 NOSE OVER
Phase of Operation TAKEOFF

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3,4,6

Factor(s) relating to this accident is/are finding(s) 1,5,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2915 6/13/83 LAGRANGE, TX A/C Reg. No. N6338L Time (LC1) - 2000 CDT

Basic Information--

Type Operating Certificate--NONE (GENERAL AVIATION)

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

Aircraft Information
Make/Model - GRUMMAN AA1A

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1500

No. of Seats - 2

Aircraft Damage
DESTROYED
Fire
ON GROUND

Crew
Pass

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

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

Eng Make/Model - LYCOMING O-235-C2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 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 - 20.0

SM

CLEAR

Lowest Sky/Clouds -

NONE

Lowest Ceiling -

NONE

Obstructions to Vision -

NONE

Precipitation -

DUSK

Condition of Light -

Airline Proximity
UNK/NR

Itinerary
Last Departure Point
LAGRANGE, TX

Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Age - 25

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Biennial Flight Review
Current - N/A

Total - 16

Last 24 Hrs - UNK/NR

Last 30 Days - UNK/NR

Last 90 Days - 5

Rotorcraft - UNK/NR

Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

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

Narrative--
The ACFT REPORTED THE TOWN REPORTED THE ACFT PERFORMING LOW ALTITUDE AEROBATIC MANEUVERS & WITNESSES IN SIX SEPARATE LOCATIONS AROUND THE TOWN REPORTED THE ACFT PERFORMING LOW ALTITUDE AEROBATIC MANEUVERS & BUZZING RECREATIONAL AREAS PRIOR TO THE ACCIDENT. THE ACFT WAS SUBSEQUENTLY OBSERVED DOING "ROLLER-COASTER" OR FIGURE-8 MANEUVERS, STALL & SPIN INTO A BARN. THE PLT'S BLOOD ALCOHOL LEVEL WAS 0.156%.

Brief of Accident (Continued)

File No. - 2915 6/13/83 LAGRANGE, TX A/C Reg. No. N6338L Time (Lcl) - 2000 CDT

Occurrence #1
Phase of Operation

LOSS OF CONTROL - IN FLIGHT
MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - INTENTIONAL - PILOT IN COMMAND
3. AEROBATICS - PERFORMED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT PHYSICAL IMPAIRMENT(ALKOHOL) - PILOT IN COMMAND
6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN
DESCENT - UNCONTROLLED

Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No.	- 2636	8/06/83	SEMINOLE, TX	A/C Reg. No.	N2122Z	Time (Lc1)	- 1920 CDT
Basic Information---				Aircraft Damage	Fatal	Injuries	
Type Operating Certificate-NONE (GENERAL AVIATION)				DESTROYED	Crew	Serious	None
Type of Operation	-PERSONAL	Fire	Pass		0	Minor	0
Flight Conducted Under	-14 CFR 91	NONE			0	0	0
Accident Occurred During	-MANEUVERING						
Aircraft Information----				Eng Make/Model	- CONTINENTAL TSIO-360-FB1	ELT Installed/Activated	- YES/YES
Make/Model	- PIPER PA-28RT-201T	Number Engines	- 1			Stall Warning System	- YES
Landing Gear	- TRICYCLE-RETRACTABLE	Engine Type	- RECIP-FUEL INJECTED				
Max Gross Wt	- 2900	Rated Power	- 200 HP				
No. of Seats	- 4						
Environment/Operations Information----				Itinerary		Airport Proximity	
Weather Data	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP			
Wx Briefing	- N/A	HOBBS, NM					
Method	- N/A	Destination					
Completeness	- N/A	LOCAL					
Basic Weather	- VMC						
Wind Dir/Speed	- 140/008 KTS						
Visibility	- 20.0 SM	ATC/Airspace					
Lowest Sky/Clouds	- 5500 FT SCATTERED	Type of Flight Plan	- NONE				
Lowest Ceiling	- NONE	Type of Clearance	- NONE				
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE				
Precipitation	- NONE						
Condition of Light	- DAYLIGHT						
Personnel Information----				Age	- 39	Medical Certificate	- EXPIRED
Pilot-In-Command		Biennial Flight Review		Total		Flight Time (Hours)	
Certificate(s)/Rating(s)		Current	- YES	- UNK/NR		Last	24 Hrs - UNK/NR
PRIVATE		Months Since	- 14	- UNK/NR		Last	30 Days - UNK/NR
SE LAND		Aircraft Type	- UNK/NR	- UNK/NR		Last	90 Days - UNK/NR
				- UNK/NR			Rotorcraft - UNK/NR
Instrument Rating(s)	- NONE						

--Narrative--
Prior to the flt, the plt & passengers were observed drinking beer in a lounge. They told witnesses that they were going to the arpt to eat & were later seen at a restaurant on the arpt. After that, they decided to fly. The takeoff time & purpose of the flt was not determined. At about 1920 CDT, the acft collided with a support cable of a large rotary irrigation sys & crashed. The collision occurred at an alt of aprx 20 ft agl. No known witnesses saw the accident, but an unidentified witness told law enforcement personnel that he saw the acft flying thru the sprinkler spray prior to the collision. Two other witnesses saw the acft flying low in the vicinity. With the irrigation sprinklers operating, the support cables were hard to see. The plt's blood was checked & an alcohol level of 0.108% was found. Also, the plt had a positive test for marijuana.

Brief of Accident (Continued)

File No. - 2636 8/06/83 SEMINOLE, TX A/C Reg. No. N2122Z Time (Lc1) - 1920 CDT

Occurrence Phase of Operation
IN FLIGHT COLLISION WITH OBJECT
MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. IMPROPER DECISION, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
4. IMPROPER DECISION, PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
5. OBJECT - WIRE, STATIC
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Probable Cause

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2614	8/17/83	EL PASO, TX	A/C Reg. No. N8193Q	Time (Lc) - 1800 MDT
Basic Information			Aircraft Damage	
Type Operating Certificate	NONE (GENERAL AVIATION)		DESTROYED	Crew Fatal 1
-PERSONAL			Fire	Pass 3
Type of Operation	Flight Conducted Under		Injuries	
-14 CFR 91			Minor 0	None 0
Accident Occurred During			Serious 0	0
-DESCENT			Fatal 1	0
-DESTRUCTION			Pass 3	0
-Aircraft Information			ELT Installed/Activated - YES/YES	
Make/Model	PIPER PA-28-161		Stall Warning System - YES	
Landing Gear	TRICYCLE-FIXED			
Max Gross Wt	2325			
No. of Seats	4			
Eng Make/Model - LYCOMING O-320-D3G				
Number Engines - 1				
Engine Type - RECIPROCATING-CARBURETOR				
Rated Power - 160 HP				
Airport Proximity ON AIRPORT				
Weather Data				
Wx Briefing	NWS		Airport Data	
Method	TELEPHONE		SKYPORT	
Completeness	FULL		Runway Ident	- UNK/NR
Basic Weather	UNK/NR		Runway Lth/Wid	- UNK/NR
Wind Dir/Speed-	UNK/NR		Runway Surface	- UNK/NR
Visibility	UNK/NR		Runway Status	- UNK/NR
Lowest Sky/Clouds	UNK/NR			
Obstructions to Vision-	UNK/NR			
Precipitation	UNK/NR			
Condition of Light	DUSK			
Itinerary				
Last Departure Point				
DEMING, NM				
Destination				
WACO, TX				
ATC/Airspace				
Type of Flight Plan - NONE				
Type of Clearance - NONE				
Type Apch/Lndg - UNK/NR				
Medical Certificate - UNK/NR				
Age - 41	Flight Review		Flight Time (Hours)	
Biennial Flight Review	Total - 400		Last 24 Hrs - UNK/NR	
Current	UNK/NR		Last 30 Days - UNK/NR	
Months Since	UNK/NR		Last 90 Days - UNK/NR	
Aircraft Type	UNK/NR		Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
Narrative				
THE PLT HAD POSTPONED THE FLT DUE TO WX CONDITIONS. DURING A FLT FROM DEMING, NM TO WACO, TX, THE ACFT SUBSEQUENTLY CRASHED WITHIN THE BOUNDRIES OF A PRIVATE ARPT, NORTHWEST OF EL PASO, TX. IMPACT OCCURRED IN A STEEP LEFT BANK, NOSE LOW ATTITUDE. THE DEGREE OF DISINTEGRATION OF THE WRECKAGE INDICATED THE ACFT WAS TRAVELING AT A HIGH RATE OF SPEED DURING IMPACT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE ACCIDENT HAD OCCURRED DURING THE LAST STAGES OF HURRICANE ALICA. ABOUT 12 MI AWAY, THE 1850 MDT WX AT EL PASO WAS, IN PART: CLEAR, VISIBILITY 70 MI, WIND 250 DEG AT 4 KTS. HOWEVER, CUMULONIMBUS BUILDUPS WERE REPORTED IN ALL QUADRANTS & A UH-1 PLT REPORTED RAINSHOWERS & MODERATE TURBULENCE IN THE VICINITY OF THE CRASH SITE. A TOXICOLOGICAL CHECK OF THE PLT'S MUSCLE TISSUE FLUID SHOWED A CONCENTRATION OF 127MG% (.127%) ALCOHOL. THE PLT HAD VISION IN ONLY 1 EYE & WAS REQUIRED TO PERFORM A TEST OF DEMONSTRATED ABILITY ON EACH RENEWAL OF HIS MED CERT. BUT HE HAD FAILED TO DO SO; THEREFORE, HIS MED CERT WAS INVALID.				

Brief of Accident (Continued)

File No. - 2614 8/17/83 EL PASO, TX

A/C Reg. No. N8193Q

Time (Lcl) - 1800 MDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND

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

Finding(s)

6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. DESCENT - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

8. LIGHT CONDITION - DUSK

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6

Factor(s) relating to this accident is/are finding(s) 4,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3264 8/30/83 POST, TX A/C Reg. No. N25285 Time (Lc1) - 2100 CDT

-----Basic Information-----
Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Aircraft Information
Make/Model - LUSCOMBE 8C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Aircraft Damage
DESTROYED
Fire
NONE

Injuries
Fatal
Crew 1
Pass 1
0
0
0
0

-----Environment/Operations Information-----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING

Method - N/A
Completeness - N/A

Basic Weather - VMC
Wind Dir/Speed- 150/005 KTS

Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Aircraft Damage
DESTROYED
Fire
NONE

Aircraft Damage
DESTROYED
Fire
NONE

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

RECIROCATING-CARBURETOR

75 HP

Eng Make/Model - CONTINENTAL A-75-8

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 75 HP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Itinerary
Last Departure Point

SLAYTON, TX

Destination

LUBBOCK, TX

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Review
Total - 118
Current - YES
Months Since - 8
Aircraft Type - UNK/NR
Instrument - 2
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----
THE ACFT HAD IMPACTED IN A STEEP RIGHT WING DOWN. NOSE LOW ATTITUDE. NO PREIMPACT. MECHANICAL MALFUNCTION OR FAILURE WAS FOUND. THE PLT'S BLOOD ALCOHOL LEVEL WAS 0.054%. THERE WERE NO ENTRIES IN THE PLT'S LOG BOOK FOR PREVIOUS FLTS IN LUSCOMBE ACFT.

Brief of Accident (Cont'dued)

File No. ~ 3264 8/30/83 POST, TX A/C Reg. No. N25285 Time (Lc1) - 2100 CDT

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

Finding(s)

1. LIGHT CONDITION - DUSK
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

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

--Probable Cause--

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

F11e No. - 1793 2/15/83 MOAB, UT A/C Reg. No. N63808 Time (Lc1) - 2200 MST

--Basic Information--
Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - ILLEGAL DRUG
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CRUISE

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries
Fatal 1 Serious 0 Minor 0
Crew Pass 1 0 0

None
0
0

Aircraft Information
Make/Model - PIPER PA-23F-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 2

Eng Make/Model - LYCOMING TIO-540-C1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 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 - 070/003 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 10000 FT OVERCAST
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
UNK/NR
Destination
UNK/NR

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Age - 38
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Flight Time (Hours)
Total - 6000
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 ACFT CRASHED INTO THE TOP OF A MESA AT THE 5500 FT LEVEL (MSL). THE ACFT THEN CARTWHEELED ABOUT 300 FT ON A HEADING OF 360 DEGREES. SHERIFFS DEPUTIES DISCOVERED AT THE ACCIDENT SITE THAT THE ACFT WAS LOADED WITH MARIJUANA WEIGHING ABOUT 798 LBS. AN ADDITIONAL AMOUNT OF MARIJUANA ESTIMATED AT 200 LBS WAS SCATTERED ALONG THE WRECKAGE PATH. TWO BODIES WERE RECOVERED AT THE SCENE. NEITHER WAS THE PLT WHO HAD RENTED THE ACFT. THREE DAYS AFTER THE ACCIDENT THE PLT WHO HAD ORIGINALLY RENTED THE ACFT REPORTED THE ACFT STOLEN. IT WAS NOT DETERMINED IF THERE WAS A CONNECTION BETWEEN THE RENTER AND THE DECREASED ACFT OCCUPANTS. THE PILOTS BODY TESTED POSITIVE FOR ALCOHOL & DRUGS, WITH AN ALCOHOL LEVEL OF 0.066%. PERCENT. THE ACFT WAS HEADED DIRECTLY TOWARD THE ROTATING BEACON AT CANYONLANDS ARPT, ELEVATION 4574 FT MSL. THE DENSITY ALT WAS COMPUTED TO BE 5359 FT AT THE CRASH SITE AT THE TIME OF THE ACCIDENT. THE DEPARTURE POINT AND THE DESTINATION OF THE ACFT WAS NOT DETERMINED. THE ACFT WAS SCHEDULED TO BE RETURNED THE DAY AFTER THE ACCIDENT BY THE ORIGINAL RENTER.

Brief of Accident (Continued)

F11e No. - 1793 2/15/83 MOAB, UT A/C Reg. No. N63808 Time (LC1) - 2200 MST

Occurrence Phase of Operation IN FLIGHT COLLISION WITH TERRAIN
CRUISE - NORMAL

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - HIGH TERRAIN
5. LIGHT CONDITION - DARK NIGHT
6. ALTITUDE - INADEQUATE - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALKOHOL) - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6, 7, 8

Factor(s) relating to this accident is/are finding(s) 2, 3, 4, 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3005	8/10/83	SEvier, UT	A/C Reg. No. N5301C	Time (Lc1) - 2130 MDT
Basic Information				
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries	
-PERSONAL	DESTROYED	Crew	Serious	Minor
Flight Conducted Under -14 CFR 91	Fire	Pass	0	0
Accident Occurred During -DESCENT	NONE		0	0
Aircraft Information				
Make/Model - CESSNA 140A	Eng Make/Model - CONTINENTAL O-200-A		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 - 100 HP			
Environment/Operations Information				
Wx Briefing - FSS	Itinerary		Airport Proximity	
Method - IN PERSON	Last Departure Point	OFF AIRPORT/STRIP		
Completeness - FULL	Destination			
Basic Weather - VMC	PAGE, AZ	Airport Data		
Wind Dir/Speed - 230/005 KTS	ATC/Airspace	Runway Ident	- N/A	
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid	- N/A	
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface	- N/A	
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status	- N/A	
Obstructions to Vision- NONE				
Precipitation - RAIN SHOWERS				
Condition of Light - DUSK				
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 - NO	Total - 470	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - UNK/NR	Make/Model - 46	Last 30 Days - 4	
	Aircraft Type - UNK/NR	Instrument - 20	Last 90 Days - 34	
Instrument Rating(s) - NONE				
Narrative				
THE PLT WAS RETURNING TO SAN JOSE, CA AFTER AN EXTENDED X-COUNTRY FLT TO OSHKOSH, WI WHICH BEGAN IN THE LATTER PART OF JULY. EARLIER ON THE DAY OF THE ACCIDENT, AT 0645, THE PLT RECEIVED A WX BRIEFING AT MILES CITY, MT. HE REQUESTED THE GENERAL OUTLOOK TO THE GRAND CANYON & ARIZONA AREA & WAS TOLD OF LARGE BUILDUPS IN WESTERN AZ & NV. FORECAST TO MOVE NE. THE PLT DEPARTED AT 0712 & MADE ENROUTE STOPS AT RIVERTON, WY & ROCK SPRINGS, WY. AT 1845, OVER VERNAL, UT, THE PLT REQUESTED A WX UPDATE. THE ACFT SUBSEQUENTLY IMPACTED A MOUNTAIN IN AT THE 8,700 FT LEVEL. THERE WAS CONSIDERABLE THUNDERSTORM ACTIVITY THROUGHOUT THE STATE AT THE TIME OF THE ACCIDENT. THE PLT'S BLOOD ALCOHOL LEVEL WAS 0.093%. THE PLT WAS NOT A CFI BUT HAD GIVEN THE STUDENT PLT 29 HRS OF DUAL. HIS LOGBOOK SHOWED THAT HE HAD ALSO GIVEN FLT INSTRUCTION TO OTHER STUDENT PLTS. ON 1/5/83 THE PLT'S DRIVERS LICENSE WAS SUSPENDED INDEFINITELY FOR DRIVING UNDER THE INFLUENCE OF ALCOHOL. HIS BAC WAS REPORTEDLY 0.093%.				

Brief of Accident (Continued)

File No. - 3005	8/10/83	SEVIER, UT	A/C Reg. No. N5301C	Time (Lc1) - 2130 MDT
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Occurrence #1
Phase of Operation

IN FLIGHT ENCOUNTER WITH WEATHER
CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
4. IMPROPER DECISION, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2
Phase of Operation

LOSS OF CONTROL - IN FLIGHT
CRUISE - NORMAL

Finding(s)

6. LIGHT CONDITION - NIGHT
7. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

Occurrence #3
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN
DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1710	8/04/83	ENOSBURG FALLS, VT	A/C Reg. No. N5326R	Time (Lc1) - 0230 EDT
Basic Information				
Type Operating Certificate-NONE (GENERAL AVIATION)				
Type of Operation	- PERSONAL	Aircraft Damage	Fatal	Injuries
Flight Conducted Under	- 14 CFR 91	DESTROYED	0	None
Accident Occurred During	- LANDING	Fire	0	0
None		NONE	0	0
Aircraft Information				
Make/Model	- CESSNA 172	Eng. Make/Model	- CONTINENTAL O-300-D	ELT Installed/Activated - YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES
Max. Gross Wt.	- 2300	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 145 HP	
Environment/Operations Information				
Weather Data	- NO RECORD OF BRIEFING	Itinerary	Airport Proximity ON AIRPORT	
Wx Briefing	- N/A	Last Departure Point	ENOSBURG FALLS, VT	
Method	- N/A	BURLINGTON, VT	Runway Ident	- 27
Completeness	- N/A	Destination	Runway Lth/Wid	- 2200/ 25
Basic Weather	- VMC	SAME AS ACC/INC	Runway Surface	GRAVEL
Wind Dir/Speed	- 310/010 KTS	ATC/Airspace	Runway Status	DRY
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	SOFT
Lowest Sky/CLOUDS	- 5000 FT SCATTERED	Type of Clearance	- NONE	
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	- TRAFFIC PATTERN VALLEY/TERRAIN FOLLOWING	
Obstructions to Vision	- NONE		FULL STOP	
Precipitation	- NONE			
Condition of Light	- NIGHT(DARK)			
Personnel Information				
Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-ND WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total - 1600	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - 10	Make/Model - 1600	Last 30 Days - UNK/NR	
	Aircraft Type - C-172	Instrument - 22	Last 90 Days - UNK/NR	
Instrument Rating(s) - NONE				
Narrative				
THE PLT REPORTED THAT WHEN HE WAS ON FINAL TO LAND ON A DARK NIGHT, THE ACFT HAD ELECTRICAL FAILURE & HE HAD NO LIGHTS. HE REPORTED THAT THIS OCCURRED WHEN HE HAD STARTED HIS FLARE & THAT WAS ALL HE COULD REMEMBER UNTIL AFTER THE HE HAD REGAINED CONSCIOUSNESS AFTER THE ACCIDENT. WITNESSES REPORTED THAT THE PLT MADE 3 ATTEMPTS TO LAND. AFTER THE 3RD ATTEMPT, THE ACFT CRASHED INTO A SMALL BUILDING, LOCATED APPROX 75 FT SOUTH OF RWY 27. THE RWY WAS UNLIGHTED. IT WAS BORDERED ALONG THE SOUTH SIDE BY A ROW OF MOBILE HOMES & PARKED ACRFT. REPORTEDLY, THE PLT HAD LANDED THERE BEFORE AT NIGHT WHILE THE MOBILE HOME LIGHTS WERE ON, BUT DURING THIS LANDING (AT APPROX 0230 EDT), THE LIGHTS WERE NOT ON. FIVE HOURS AFTER THE ACCIDENT, THE PILOT'S BLOOD ALCOHOL LEVEL WAS 0.043%.				

File No. - 1710 8/04/83 ENOSBURG FALLS, VT A/C Reg. No. N5326R Time (Lc1) - 0230 EDT

Brief of Accident (Continued)

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. IMPROPER DECISION, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
5. ELECTRICAL SYSTEM - UNDETERMINED
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
8. OBJECT - BUILDING(NONRESIDENTIAL)

Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3, 6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 335 5/13/83 EDMONDS, WA A/C Reg. No. N6532B Time (Lc1) - 2126 PST

Basic Information

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Information

Make/Model - MOONEY M20
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
No. of Seats - 4

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

Environment/Operations Information

Weather Data

Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	SNOHOMISH, WA
Method	- N/A	Destination	LOCAL
Completeness	- N/A		
Basic Weather	- VMC		
Wind Dir/Speed	- UNK/NR	ATC/Airspace	- N/A
Visibility	- 25.0	Type of Flight Plan	- NONE
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DUSK	FULL STOP	

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	- NO	Total - 542
SE LAND	Months Since - UNK/NR	Make/Model - 250
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

Narrative
THE PLT HAD EARLIER VISITED HIS FIANCÉE. SHE STATED THAT HE WAS INTOXICATED & SHE GAVE BACK HER ENGAGEMENT RING TO HIM. HE WAS LATER OBSERVED DEPARTING THE ARPT. SHORTLY THEREAFTER POLICE BEGAN RECEIVING COMPLAINTS OF A LOW FLYING ACFT OVER THE BEACH AREA. THE ACFT WAS OBSERVED FLYING ALONG THE BEACH AT 50 FT AGL. APPROACHING A PIER. THE ACFT MADE A STEEP TURN & COLLIDED WITH THE WATER. THE PLT'S BLOOD ALCOHOL LEVEL WAS 0.137%.

Brief of Accident (Continued)

File No. - 335 5/13/83 EDMONDS, WA A/C Reg. No. N6532B Time (Lcl) - 2126 PST

Occurrence
Phase of Operation IN FLIGHT COLLISION WITH TERRAIN
MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
3. IMPROPER DECISION, INTERPERSONAL RELATIONS - PILOT IN COMMAND
4. BUZZING - PERFORMED - PILOT IN COMMAND
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Probable Cause ---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1473 8/31/83 EVERETT, WA A/C Reg. No. N6874 J Time (Lc1) - 0501 PDT

Basic Information

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Information

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Aircraft Damage

DESTROYED
Fire
ON GROUND

Fatal

Crew
Pass

Injuries

Serious
0
0

Minor

0
0

None

0

0

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

Environment/Operations Information

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 360/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Airport Proximity

OFF AIRPORT/STRIP

Last Departure Point
SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

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

FULL STOP

Airport Data

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1800

Make/Model -

Instrument- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

Narrative
THE ACFT COLLIDED WITH TREES AND THE GROUND IN AN ATTEMPT TO RETURN TO THE ARPT AFTER TAKEOFF. THE ACFT CRASHED ONE MILE SOUTH OF THE ARPT IN IMC WEATHER IN THE EARLY HOURS OF THE MORNING. WITNESSES SAID DENSE FOG EXISTED AT THE TIME WITH ZERO VISIBILITY. THE OFFICIAL WEATHER REPORT WAS TAKEN ABOUT 3 HOURS LATER AND REPORTED AN INDEFINITE CEILING, VISIBILITY ZERO IN FOG. THE ACFT IS BELIEVED TO HAVE DEPARTED FROM THE SAME ARPT EARLIER BUT NO DEPARTURE TIME IS KNOWN. THE PLT'S BLOOD ALCOHOL LEVEL WAS 0.14%.

Brief of Accident (Continued)

File No. - 1473 8/31/83 EVERETT, WA A/C Reg. No. N6874J Time (Lc1) - 0501 PDT

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - OBSCURATION
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. IMPROPER DECISION, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

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

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
9. OBJECT - TREE(S)

--Probable Cause--

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,6