

PB85-916918



NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

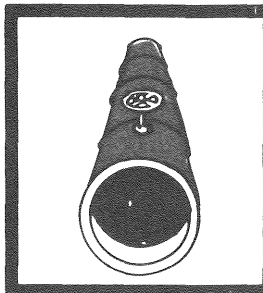
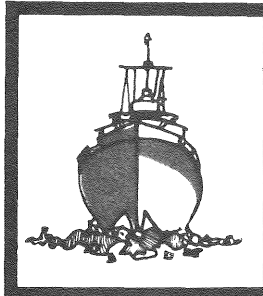
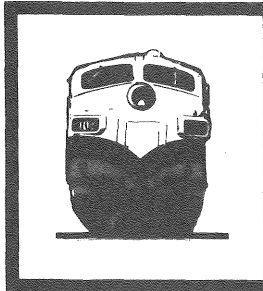
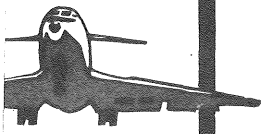
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 17 OF 1983 ACCIDENTS

NTSB / AAB-85 / 18

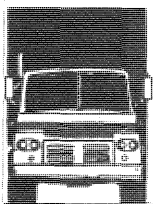


UNITED STATES GOVERNMENT

Doc
NTSB
AAB
85
18
Issue 17



Doc
NTSB
AAB
85
18
Issue 17



TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-85/18	2. Government Accession No. PB85-916918	3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Calendar Year 1983 - Issue Number 17		5. Report Date July 12, 1985	6. Performing Organization Code
7. Author(s)		8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594		10. Work Unit No.	11. Contract or Grant No.
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594		13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1983 in Brief Format	
15. Supplementary Notes		14. Sponsoring Agency Code	
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1983. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 3201 through 3368			
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classification (of this report) UNCLASSIFIED	20. Security Classification (of this page) UNCLASSIFIED	21. No. of Pages 337	22. Price

FOREWORD

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

This publication is issued eighteen (18) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

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

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

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

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

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

Copies of material ordered will be mailed from the Washington business firm that holds the current contract for commercial reproduction of the Board's public files. Billing is also direct to you by the same company.

Orders for this material will also involve a user service charge by the Board for special services. This charge is in addition to the cost of commercial reproduction of material and will be included in the bill from the commercial reproduction firm.

Requests for reproduction should be forwarded to the:

**National Transportation Safety Board
Public Inquiries Section, AD-46
800 Independence Avenue, S. W.
Washington, D. C. 20594**

TABLE OF CONTENTS

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

AIRCRAFT ACCIDENTS

File Order Listing.....	IX
Briefs of Accidents.....	1-321

DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

I. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 17

CALENDAR YEAR 1983

File Order Listing - Issue No. 17, 1983

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
3201	70779	121783	NORTH HAMPTON, NH	PIPER	J3C-65	FATAL	172
3202	9094P	112883	KATHLEEN, FL	PIPER	PA-24-260	FATAL	84
3203	3770P	092483	ENCAMPMENT, WY	PIPER	PA-18-150	FATAL	320
3204	2862C	120783	DANVILLE, CA	PIPER	PA-28-161	FATAL	64
3205	9881E	091683	EMPIRE, NV	CESSNA	182P	MINOR	204
3206	48516	082083	LISSIE, TX	GRUMMAN	G-164B	NONE	268
3207	7396	080683	JENNINGS, LA	GRUMMAN	G-164A	NONE	118
3208	110JS	081683	JONESBORO, AR	ROCKWELL	S2-R	NONE	16
3209	192AR	082583	LA PORTE, TX	CESSNA	172N	NONE	270
3210	8058L	082583	PLANO, TX	CESSNA	172H	NONE	272
3211	55122	082783	FORT WORTH, TX	CESSNA	172P	NONE	274
3212	87546	090283	PORT LAVACA, TX	CESSNA	421C	NONE	280
3213	6677K	081683	NEWPORT, AR	GRUMMAN	G-164C	NONE	14
3214	8198B	071783	RUTHERON, NM	CESSNA	172	MINOR	186
3215	4866	072583	CHILTON, TX	GRUMMAN	G-164A	NONE	262
3216	76119	112883	LOS LUNAS, NM	CESSNA	140	SERIOUS	196
3217	2899G	112683	SIMPSON, LA	CESSNA	172L	FATAL	130
3218	2124N	112183	CAMERON, TX	PIPER	PA28RT-201	NONE	294
3219	6245S	111583	HOUSTON, TX	CESSNA	R182	NONE	290
3220	2261K	052283	BROKEN ARROW, OK	BREEZY	DRAKE-EDGA	FATAL	226
3221	90135	071183	DEPLAINE, AR	DROMADER	PZL-M-18	SERIOUS	10
3222	2987C	071283	LUBBOCK, TX	CESSNA	180	NONE	256
3223	2419U	042083	NEW BRAUNFELS, TX	CESSNA	172D	NONE	246
3224	46909	072083	WHITEWRIGHT, TX	CESSNA	152	NONE	260
3225	2050	091083	MANVEL, TX	CLARKS PITT	S1S	NONE	284

File Order Listing - Issue No. 17, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
3226	60104	071383	LONGVIEW, TX	BEECH	C23	NONE	258
3227	54174	042783	MORRILTON, AR	CESSNA	172N	MINOR	8
3228	4830S	071883	SILVER CITY, NM	CESSNA	T182RG	NONE	188
3229	1040D	072983	LORDSBURG, NM	CESSNA	190	MINOR	190
3230	2268X	072783	VENICE, LA	BELL	206B	NONE	116
3231	5230P	081983	LINDRETH, NM	PIPER	PA-24-250	SERIOUS	192
3232	8890Q	092983	NAPOLEONVILLE, LA	AERO COMMAND	S2R	NONE	126
3233	5888W	080883	BRANDON, FL	PIPER	PA-28-150	SERIOUS	76
3234	51418	111283	NUIQSUT, AK	MAULE	M-4-210C	FATAL	2
3235	2254T	121383	GREENWICH, CT	CESSNA	R182	FATAL	74
3236	87291	121483	BUFFALO, NY	CESSNA	310R	FATAL	216
3237	3003P	081383	CATARINA, TX	PIPER	PA-23	NONE	266
3238	8448H	082783	LAKE CHARLES, LA	PIPER	PA-28RT-20	NONE	124
3239	4348S	082583	ADDIS, LA	AIR TRACTOR	AT-301	NONE	122
3240	5551Y	090283	HUFFMAN, TX	PIPER	PA-23-250	FATAL	278
3241	1776B	070483	ODESSA, TX	TAYLORCRAFT	BCS 12-65	FATAL	252
3242	1667X	090983	AUSTIN, TX	CESSNA	210L	NONE	282
3243	3518U	072783	HOUSTON, TX	CESSNA	182F	MINOR	264
3244	406EH	071383	CAMERON, LA	BELL	206L-1	NONE	114
3245	4025P	061483	VILLE PLATTE, LA	AYRES	S2R-1820	NONE	112
3246	93624	062983	ELK CITY, OK	ERCOUPE	415-C	NONE	230
3247	2222Q	062783	FORTH WORTH, TX	CESSNA	421A	NONE	248
3248	7812K	110483	SLIDELL, LA	CESSNA	180	NONE	128
3249	8590J	111983	MCALLEN, TX	CESSNA	150G	NONE	292
3250	4894C	121383	PORT ARTHUR, TX	CESSNA	T210N	MINOR	298

File Order Listing - Issue No. 17, 1983

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
3251	3957P	121283	GALLUP, NM	PIPER	PA-22-150	NONE	198
3252	63MC	121683	IMPERIAL, TX	HILLER	UH-12C	NONE	300
3253	89551	120583	PLANO, TX	CESSNA	152	NONE	296
3254	21537	081283	VILLE PLATTE, LA	PIPER	PA-28-181	FATAL	120
3255	30878	061583	ARLINGTON, GA	AYRES CORPOR	S-2R	NONE	88
3256	2490P	082483	LEXINGTON, GA	PIPER	PA-38-112	SERIOUS	92
3257	8419G	101583	DODGEVILLE, WI	PIPER	PA-28-181	MINOR	318
3259	6718M	062283	SAINT CLOUD, MN	BEECH	C24R	SERIOUS	140
3261	3863U	032483	SEDONA, AZ	BEECH	A36TC	FATAL	24
3262	99US	071183	AZLE, TX	PICCARD	AX-6	FATAL	254
3263	111FN	090483	ALTUS, OK	CESSNA	421C	FATAL	232
3264	25285	083083	POST, TX	LUSCOMBE	8C	FATAL	276
3265	6301M	070383	SUNNYVALE, CA	CESSNA	152	NONE	48
3267	40755	050383	MILPITAS, CA	PIPER	PA-28-151	NONE	44
3268	3025R	041083	LA JOLLA, CA	ROLLADEN-SCH	LS-4	FATAL	40
3269	11102	073183	S. LAKE TAHOE, CA	BELL	47G-3B-1	SERIOUS	52
3270	2697K	122283	SANTA ROSA IS., CA	CESSNA	180K	NONE	66
3271	4026G	101083	LOS BANOS, CA	HILLER	UH12E	NONE	58
3272	73570	062483	BIG BEAR, CA	CESSNA	172M	NONE	46
3273	7993C	082983	CHESTERFIELD, MO	PIPER	PA-24-151	FATAL	150
3274	4579J	041683	FLAGSTAFF, AZ	PIPER	PA-28R-180	SERIOUS	26
3275	9LH	090683	ANDOVER, NJ	PIPER	PA-28RT-20	MINOR	176
3276	73248	081783	PAXTON, NE	BELL	47G-3B	SERIOUS	170
3277	5277X	021283	REEDSBURG, WI	CHAMPION	7KCAB	FATAL	306
3278	8914C	070383	ROGERS, OH	PIPER	PA-22	FATAL	224

File Order Listing - Issue No. 17, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
3279	7597L	090683	HOMOSASSA SPRGS, FL	CESSNA	A152	FATAL	78
3280	66846	122483	MONTOURSVILLE, PA	BEECH	A36	SERIOUS	238
3281	36MP	120283	GULFPORT, MS	BEECH	A36	FATAL	162
3282	3597G	121283	KANSAS CITY, MO	CESSNA	310R	NONE	156
3282	6416N	121283	KANSAS CITY, MO	BEECH	A36	NONE	158
3283	7144U	102483	NEWARK, IN	MOONEY	M20E	FATAL	108
3284	45AP	073183	OSHKOSH, WI	PESTES	RV-3	FATAL	308
3285	15651	091783	FORESTVILLE, WI	PIPER	PA-28-180	FATAL	316
3286	2380E	090583	LOS ALAMOS, NM	CESSNA	172N	MINOR	194
3287	727NM	062483	CELINA, OH	SMITH AEROST	601A	FATAL	222
3288	6830Y	101083	CORNWELL, FL	PIPER	PA-23-250	FATAL	80
3289	6554S	071183	LONG BEACH, GA	CESSNA	150	NONE	90
3290	8081K	092283	QUEEN CREEK, AZ	GULFSTREAM S	G-164B	NONE	34
3291	3089K	101483	WESTSIDE, CA	AYRES	S2R-600	NONE	60
3292	2637P	060483	TULSA, OK	PIPER	PA-22-150	NONE	228
3293	51125	081483	SABIN, MN	BOEING	A75N1	SERIOUS	146
3294	9707A	081483	CRYSTAL, MN	CESSNA	170A	NONE	144
3295	2060J	081383	OLIVIA, MN	CESSNA	T188C	NONE	142
3296	2829B	043083	WAYMART, PA	BELL	47G-2	FATAL	234
3297	79750	122883	NEW YORK, NY	BOEING	727-224	NONE	219
3298	278MW	050683	CLINTON, MO	PIPER	PA-31-350	MINOR	148
3299	25GH	010483	PHOENIX, AZ	DOUGLAS	A26C	NONE	18
3300	79AA	080183	TUCSON, AZ	GRAU	VARI-EZE	FATAL	30
3301	3719	120983	PORT RICHIE, FL	PIPER	PA-22	FATAL	86
3302	53842	111483	ST. JOSEPH, MO	BELLANCA	7ECA	NONE	152

File Order Listing - Issue No. 17, 1983

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
3303	35280	102183	ARLINGTON, TN	PIPER	J5A	MINOR	244
3304	8926N	060183	BUCKEYE, AZ	PIPER	PA-32 300C	FATAL	28
3305	6293Q	060183	NORTH LAS VEGAS, NV	CESSNA	401A	NONE	202
3306	63753	010983	CHERRY POINT, NC	MCDONNELL DOU	F4C	FATAL	164
3306	7142N	010983	CHERRY POINT, NC	BEECH	D55	FATAL	166
3307	805C	010383	HAILEY, ID	CANADAIR	CL-600-1A1	FATAL	96
3308	88LV	081783	PEACH SPRINGS, AZ	PIPER	PA-31-350	FATAL	32
3309	116CA	082183	SILVANA, WA	LOCKHEED	LEARSTAR,	FATAL	304
3310	231KV	042083	TRENTON, NE	MOONEY	M20K	NONE	168
3311	440MA	012783	SCOTTSDALE, AZ	MITSUBISHI	MU-2B-60	FATAL	20
3312	8219L	040383	CAPTREE ISLAND, NY	PIPER	PA-28RT-20	FATAL	206
3313	321HF	121683	SIKESTON, MO	PIPER	PA-32-260	NONE	160
3314	761RN	120683	WHITE LK TWSHP, MI	CESSNA	T210M	FATAL	136
3315	994Z	122083	SIOUX FALLS, SD	DOUGLAS	DC-9-31	FATAL	242
3316	6774R	121283	NEWBURGH, NY	CESSNA	425	FATAL	214
3317	NONE	042783	NORWALK, OH	AIRMASS	SUNBURST B	FATAL	220
3318	5054X	072983	WALDENBURG, AR	AYERS	S2R	NONE	12
3319	2541Q	100183	SMITHVILLE, TX	PIPER	PA-28R-201	NONE	286
3320	99555	102783	SUGAR GROVE, IL	POPELKA	BD-5	NONE	106
3322	7277R	092983	WICHITA, KS	BEECH	60	NONE	110
3323	812EA	111183	MIAMI, FL	BOEING	727-225A	SERIOUS	82
3324	5209C	120683	WENTZVILLE, MO	CESSNA	210N	SERIOUS	154
3325	9121S	122783	MARQUEZ, NM	BEECH	58	FATAL	200
3326	1516S	053083	DEL NORTE, CO	BALLOON WORK	FIREFLY 7	SERIOUS	68
3327	NONE	082483	PEPIN, WI	TERATORN	TIERRA	FATAL	314

File Order Listing - Issue No. 17, 1983

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
3328	NONE	080983	SHELBY TOWNSHIP, MI	EIPPER	QUICKSILVE	FATAL	134
3329	4797R	072283	BROOKLYN, NY	BELL	206A	FATAL	210
3329	5328X	072283	BROOKLYN, NY	CESSNA	U206G	FATAL	208
3330	35206	122383	ANCHORAGE, AK	PIPER	PA-31-350	SERIOUS	4
3330	7339	122383	ANCHORAGE, AK	MCDONNELL-DO	DC-10-30CF	SERIOUS	6
3332	9233K	042983	REDLANDS, CA	PIPER	PA-28-181	FATAL	42
3333	81YB	112783	WELLSVILLE, PA	AMERICAN	AA-1A	FATAL	236
3334	12EG	121783	STOCKTON, NJ	BEECH	T-34A	FATAL	182
3335	37123	123083	FARMINGDALE, NJ	BEECH	C23	SERIOUS	184
3337	6657R	092183	ARKVILLE, NY	BEECH	58	FATAL	212
3339	5943J	020683	WENDEN, AZ	CESSNA	182P	FATAL	22
3340	47403	121483	ALMA, CO	PIPER	PA-32	FATAL	72
3341	33458	022783	OXFORD, MA	PIPER	PA-28-140	SERIOUS	132
3342	106Q	111883	STOCKHOLM, NJ	BEECH	K35	FATAL	178
3342	56670	111883	STOCKHOLM, NJ	PIPER	PA-34-200	FATAL	180
3344	8236U	092583	BETHANY, IL	PIPER	PA-28-161	FATAL	102
3346	8110E	111283	MAMMOTH LAKES, CA	MOONEY	M20A	FATAL	62
3347	173HA	083183	CORWITH, IA	HILLER	UH-12E	MINOR	94
3349	44896	103183	LAREDO, TX	DOUGLAS	DC-3-3C	NONE	288
3351	844H	010983	BRAINERD, MN	CONVAIR	580-11-A	FATAL	138
3352	748LL	101183	PINCKNEYVILLE, IL	HAWKER SIDDE	HS-748-2A	FATAL	104
3353	797FT	102583	NORFOLK, VA	DOUGLAS	DC-8-63F	NONE	302
3354	3919X	080183	OMRO, WI	MONNETT	MONI	SERIOUS	310
3355	7775C	080583	FOND DU LAC, WI	GRUMMAN	SCAN TYPE	MINOR	312
3356	521AC	091483	CHICAGO, IL	SIKORSKY	S-76A	MINOR	100

File Order Listing - Issue No. 17, 1983

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
3357	3881B	073183	KINGDON, CA	TRAGER	GOLDWING	NONE	54
3358	7717V	062983	LYTTON SPRINGS, TX	AERO COMMAND	CALLAIR A-	FATAL	250
3359	3110M	121283	SAN CARLOS, AZ	PIPER	PA-31-350	NONE	36
3360	8422U	082183	BOX ELDER, SD	PIPER	PA-28-181	SERIOUS	240
3362	9862G	080283	ATLANTIC CITY, NJ	CESSNA	172L	NONE	174
3363	401JC	070383	SAN DIEGO, CA	CLARK	SUPER Q2	FATAL	50
3364	3687C	022383	DESCANSO, CA	CESSNA	180J	FATAL	38
3366	87697	080483	LINCOLN, CA	NAVY	N3N-3-2939	SERIOUS	56
3367	2558S	031083	HUNTLEY, IL	CESSNA	210	NONE	98
3368	7292S	111383	CLIMAX, CO	CESSNA	182P	FATAL	70

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 17 OF 1983 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3234 11/12/83 NUIQSUT,AK A/C Reg. No. N51418 Time (Lc1) - 2100 YST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point DEADHORSE,AK	OFF AIRPORT/STRIP
Method - TELEPHONE	Destination NUIQSUT,AK	Airport Data
Completeness - PARTIAL,LMTD BY PILOT	ATC/Airspace	NUIQSUT
Basic Weather - IMC	Type of Flight Plan - VFR	Runway Ident - 40
Wind Dir/Speed- 250/004 KTS	Type of Clearance - NONE	Runway Lth/Wid - 5000/ 100
Visibility - 5.0 SM	Type Apch/Lndg - FULL STOP	Runway Surface - SNOW
Lowest Sky/Clouds - UNK/NR		Runway Status - ICE COVERED
Lowest Ceiling - 500 FT OVERCAST		SNOW - COMPACTED
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 12455
SE LAND,SE SEA	Months Since - 11	Make/Model- 265
	Aircraft Type - C-185	Instrument- 29
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING THE APPROACH TO LAND AT A FOGGED IN ARPT AT NIGHT. SOMETIME BETWEEN 2045 AND 2100 YST AN ACFT WAS HEARD OVERFLYING THE ARPT AT NUIQSUT. THE VILLAGER WHO HEARD THE ACFT STATED THE NOISE DECREASED AS THOUGH THE ACFT WAS LANDING. HE THEN HEARD A SOUND DESCRIBED AS A PIECE OF METAL ROOFING SLIDING ACROSS GRAVEL. HE THOUGHT THE ACFT HAD LANDED BUT DID NOT SEE ANY LIGHTS ON THE RWY. HE ALSO STATED HE COULD NOT SEE ACROSS THE RWY DUE TO THE FOG. ACCORDING TO THE PASSENGERS WHO FLEW OUTBOUND TO DEADHORSE WITH THIS PLT THE LIGHTS IN THE COCKPIT WERE MARGINAL AND THE PLT USED A FLASHLIGHT SOME OF THE TIME. A COUPLE OF TIMES ACCORDING TO A PASSENGER GOING TO DEADHORSE THE ACFT "DROPPED" WHEN THE PLT LOST SIGHT OF LIGHTS ON THE GROUND. THE PLT WAS ALONE ON THE RETURN TRIP. THE PLT ALSO HAD A HISTORY OF HYPERTENSION AND WAS TAKING MEDICINE FOR HIGH BLOOD PRESSURE.

Brief of Accident (Continued)

File No. - 3234

11/12/83

NUIQSUT,AK

A/C Reg. No. N51418

Time (Lc1) - 2100 YST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - FOG
 3. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT (HYPERTENSION) - PILOT IN COMMAND
 5. INSTRUMENT LIGHTS - INADEQUATE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3330 12/23/83 ANCHORAGE, AK A/C Reg. No. N35206 Time (Lc1) - 1406 YST

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

Type Operating Certificate	COMMUTER	Aircraft Damage	Injuries			
Name of Carrier	-SOUTH CENTRAL AIR, INC.	DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass 0	0	3	5
Accident Occurred During	-STANDING		Other 0	3	0	0

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

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING TIO-540-J	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 350 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRSTRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	KENAI, AK	ANCHORAGE INT'L.
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 24R
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 10600/ 200
Lowest Sky/CLOUDS - UNK/NR	Type of Clearance - SPECIAL IFR	Runway Surface - ASPHALT
Lowest Ceiling - OBSCURED	Type Apch/Lndg - NONE	Runway Status - ICE COVERED
Obstructions to Vision- FOG		SNOW - COMPACTED
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 5115
ME LAND, SE SEA	Months Since - 1	Make/Model- UNK/NR
	Aircraft Type - PA-31	Instrument- UNK/NR
		Multi-Eng - 3600
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PIPER PA-31, N35206, (SOUTH CENTRAL AIR FLT 59) WAS CLEARED TO TAXI TO RWY 6L. THE WX AT THAT TIME WAS FOGGY WITH ABOUT 1/8 MI VISIBILITY, BUT THE RVR WAS IMPROVING & THE ARPT WAS EXPECTED SOON TO BE ACCEPTABLE FOR TAKEOFFS. THE PA-31 CREW TAXIED & WAITED IN THE HOLDING AREA FOR THE VISIBILITY TO IMPROVE. A DOUGLAS DC-10, HL7339, KOREAN AIR LINES FLT 084, WAS CLEARED TO RWY 32; HOWEVER, WHILE TAXIING IN THE FOG, THE DC-10 CREW INADVERTENTLY TAXIED TO RWY 6L/24R. TOWER PSNL WERE UNABLE TO SEE THE ACFT IN THE FOG & WERE UNAWARE OF THE DC-10'S POSITION. THE DC-10 WAS CLEARED TO TAKE-OFF ON RWY 32 & THE PA-31 WAS CLEARED TO HOLD ON RWY 6L. THE DC-10 CREW TAXIED ON RWY 24R & BEGAN TAKING OFF TOWARD THE PA-31 WITH 2400 FT OF RWY REMAINING. ITS ESTIMATED TAKEOFF DISTANCE WAS 8150 FT. SUBSEQUENTLY, THE DC-10 COLLIDED WITH THE PA-31, CONTINUED OFF THE RWY & HIT STANCHION LIGHTS, SMALL TREES & ROUGH TERRAIN. AN INVESTIGATION REVEALED THE DC-10 PLT DID NOT CONFIRM HIS POSITION BY USING HIS COMPASS & THAT THERE WAS A LACK OF LEGIBLE TWY & RWY SIGNS.

Brief of Accident (Continued)

File No. - 3330

12/23/83

ANCHORAGE, AK

A/C Reg. No. N35206

Time (Lcl) - 1406 YST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. WEATHER CONDITION - FOG
 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT OF OTHER AIRCRAFT
 3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT OF OTHER AIRCRAFT
 4. AIRPORT FACILITIES, TAXIWAY MARKING - INADEQUATE
 5. AIRPORT FACILITIES, RUNWAY MARKING - INADEQUATE
 6. WRONG RUNWAY - INADVERTENT USE - PILOT OF OTHER AIRCRAFT
 7. HEADING INDICATOR - NOT USED - PILOT OF OTHER AIRCRAFT
 8. OBJECT - AIRCRAFT MOVING ON GROUND
-

----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) 1,2,4,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3330 12/23/83 ANCHORAGE, AK A/C Reg. No. 7339 Time (Lcl) - 1406 YST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier	-KOREAN AIR LINES	DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, INTL, CARGO	Fire	Crew	0	3	0
Flight Conducted Under	-14 CFR 121	ON GROUND	Pass	0	0	0
Accident Occurred During	-TAKEOFF		Other	0	0	3
						6

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

Make/Model	- MCDONNELL-DOUGLAS DC-10-30CF	Eng Make/Model	- G.E. CF6-50	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 555000	Engine Type	- TURBOFAN		
No. of Seats	- 3	Rated Power	- 49000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LOS ANGELES, CA	ANCHORAGE INT'L.
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 24R
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 10600/ 200
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - OBSCURED	Type Apch/Lndg - NONE	Runway Status - ICE COVERED
Obstructions to Vision- UNK/NR		SNOW - COMPACTED
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, FOREIGN	Current - YES	Total - 12563
ME LAND, SE SEA	Months Since - 1	Make/Mode!- 6472
	Aircraft Type - DC-10	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 167
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PIPER PA-31, N35206, (SOUTH CENTRAL AIR FLT 59) WAS CLEARED TO TAXI TO RWY 6L. THE WX AT THAT TIME WAS FOGGY WITH ABOUT 1/8 MI VISIBILITY, BUT THE RVR WAS IMPROVING & THE ARPT WAS EXPECTED SOON TO BE ACCEPTABLE FOR TAKEOFFS. THE PA-31 CREW TAXIED & WAITED IN THE HOLDING AREA FOR THE VISIBILITY TO IMPROVE. A DOUGLAS DC-10, HL7339, KOREAN AIR LINES FLT 084, WAS CLEARED TO RWY 32. HOWEVER, WHILE TAXIING IN THE FOG, THE DC-10 CREW INADVERTENTLY TAXIED TO RWY 6L/24R. TOWER PSNL WERE UNABLE TO SEE THE ACFT IN THE FOG & WERE UNAWARE OF THE DC-10'S POSITION. THE DC-10 WAS CLEARED TO TAKE-OFF ON RWY 32 & THE PA-31 WAS CLEARED TO HOLD ON RWY 6L. THE DC-10 CREW TAXIED ON RWY 24R & BEGAN TAKING OFF TOWARD THE PA-31 WITH 2400 FT OF RWY REMAINING. ITS ESTIMATED TAKEOFF DISTANCE WAS 8150 FT. SUBSEQUENTLY, THE DC-10 COLLIDED WITH THE PA-31, CONTINUED OFF THE RWY & HIT STANCHION LIGHTS, SMALL TREES & ROUGH TERRAIN. AN INVESTIGATION REVEALED THE DC-10 PLT DID NOT CONFIRM HIS POSITION BY USING HIS COMPASS & THAT THERE WAS A LACK OF LEGIBLE TWY & RWY SIGNS.

Brief of Accident (Continued)

File No. - 3330

12/23/83

ANCHORAGE, AK

A/C Reg. No. 7339

Time (Lc1) - 1406 YST

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

Finding(s)

1. WEATHER CONDITION - FOG
 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 4. AIRPORT FACILITIES, TAXIWAY MARKING - INADEQUATE
 5. AIRPORT FACILITIES, RUNWAY MARKING - INADEQUATE
 6. WRONG RUNWAY - INADVERTENT USE - PILOT IN COMMAND
 7. HEADING INDICATOR - NOT USED - PILOT IN COMMAND
 8. OBJECT - AIRCRAFT PARKED
-

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

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

Finding(s)

9. OBJECT - APPROACH LIGHT/NAVAID
-

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

10. TERRAIN CONDITION - HIGH VEGETATION
 11. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----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) 1,2,4,5,8,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3227 4/27/83 MORRILTON,AR A/C Reg. No. N54174 Time (Lc1) - 2243 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WASHINGTON,MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PETIT JEAN
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5980/ 75
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 277
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 277
		Instrument- 39
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES ON THE FINAL APPROACH TO LAND AT NIGHT. THE PLT HAD CANCELED HIS IFR CLEARANCE. DURING THE APPROACH THE PLT HAD THE RWY IN SIGHT AND ASKED MEMPHIS CENTER HOW FAR HE WAS FROM THE ARPT. WHEN HE WAS INFORMED HE WAS 3 MILES SOUTH HE DECIDED TO MAKE A DESCENDING 360 TURN TO LOSE ALT. AS HE STRAIGHENED THE ACFT AFTER TURNING HE LOOKED IN THE COCKPIT. WHEN HE LOOKED BACK OUT TREES WERE SEEN ILLUMINATED BY THE LANDING LIGHTS. HE TRIED TO CLIMB BUT WAS UNABLE TO ARREST THE DESCENT SO HE MINIMIZED THE SPEED FOR IMPACT IN THE TREES. THE PLT SAID HE WAS FATIGUED, SHOULD NOT HAVE CANCELED IFR AND SHOULD NOT HAVE MADE THE VERTIGO INDUCING TURN.

Brief of Accident (Continued)

File No. - 3227

4/27/83

MORRILTON,AR

A/C Reg. No. N54174

Time (Lc1) - 2243 CDT

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

Finding(s)

1. OBJECT - TREE(S)
2. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, FATIGUE (FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
6. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7,8,9

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. - 3221 7/11/83 DELAPLAINE,AR A/C Reg. No. N90135 Time (Lc1) - 1530 CDT

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

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

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

Make/Model - DROMADER PZL-M-18	Eng Make/Model - PZL ?	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 12125	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	REMOTE STRIP
Wind Dir/Speed- 020/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300 -UNK/NR
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID	MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 3500	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since - 21	Make/Model- 300	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 125	Last 90 Days- 200
		Multi-Eng - 50	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER AFTER RUNNING OFF THE END OF THE RWY DURING TAKEOFF. THE PLT HAD A HEAVY LOAD OF FERTILIZER AND A PASSENGER IN THE SINGLE SEAT ACFT. THE TEMPERATURE WAS 94 DEGREES AND THE RWY WAS ONLY 1500 FT LONG RATHER THAN 2300 FT AS REPORTED BY THE PLT. THE WIND WAS REPORTED AT 5 KTS FROM 020 DEGREES

Brief of Accident (Continued)

File No. - 3221

7/11/83

DELAPLAINE, AR

A/C Reg. No. N90135

Time (Lc1) - 1530 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3318 7/29/83 WALDENBURG, AR A/C Reg. No. N5054X Time (Lcl) - 1700 CDT

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

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

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

Make/Model - AYERS S2R	Eng Make/Model - WRIGHT R-1820-71	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/002 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5457
SE LAND, ME LAND	Months Since - 5	Make/Model- 5457
	Aircraft Type - UNK/NR	Instrument- 2
		Multi-Eng - 20
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 320
		Rotorcraft - 23

Instrument Rating(s) - NONE

-----Narrative-----

THIS ACFT MADE A HARD FORCED LANDING IN A FIELD DURING AERIAL APPLICATION AFTER THE ENGINE FAILED. THE LANDING GEAR FAILED DURING THE LANDING. THE POST ACCIDENT EXAMINATION OF THE ENGINE SHOWED A FAILURE AND SEPARATION OF THE REDUCTION GEARING. THE FAILURE WAS DETERMINED TO BE FROM PROGRESSIVE FATIGUE.

Brief of Accident (Continued)

File No. - 3318

7/29/83

WALDENBURG, AR

A/C Reg. No. N5054X

Time (Lcl) - 1700 CDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES - FATIGUE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3213 8/16/83 NEWPORT, AR A/C Reg. No. N6677K Time (Lcl) - 0600 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-FERRY	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	0
Accident Occurred During	-TAKEOFF	ON GROUND	Pass	0	0	0

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

Make/Model	- GRUMMAN G-164C	Eng Make/Model	- WRIGHT 1820	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 1250 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	HAYTI,MO	Runway Ident
Wind Dir/Speed	- UNK/NR	ATC/Airspace	- UNK/NR
Visibility	- 7.0 SM	Type of Flight Plan	- 2600 -UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- GRASS/TURF
Lowest Ceiling	- NONE	Type Apch/Lndg	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 12020
SE LAND	Months Since - 18	Make/Model	- 850
	Aircraft Type - UNK/NR	Instrument	- 20
		Multi-Eng	- 20
		Last 24 Hrs	- 6
		Last 30 Days	- UNK/NR
		Last 90 Days	- 320

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CAUGHT FIRE DURING TAKEOFF ROLL AND CONTINUED TO BURN AFTER THE ABORTED TAKEOFF. PRIOR TO THIS FLT THE OPERATOR HAD EXPERIENCED DIFFICULTY WITH THE CARBURATOR ON THIS ENGINE. ON THIS FLT THE ACFT WAS BEING FERRIED FOR CARBURETOR MAINTENANCE. DURING TAKEOFF ROLL THE ENGINE "BELCHED" AND FLAMES WERE VISIBLE FROM THE COCKPIT. THE PLT CLOSED THE THROTTLE TO ABORT BUT DID NOT CUT THE MIXTURE UNTIL AFTER HE STOPPED AND SAW THE FIRE WAS STILL BURNING. THERE IS NO INDICATION OF WHAT HE DID WITH THE FUEL SELECTOR VALVE OR IGNITION SWITCHES. AFTER EXITING THE COCKPIT HE SUCCESSFULLY ATTEMPTED TO PUT OUT THE FIRE.

Brief of Accident (Continued)

File No. - 3213

8/16/83

NEWPORT, AR

A/C Reg. No. N6677K

Time (Lc1) - 0600 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. ENGINE ASSEMBLY - FIRE
 2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 3. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND
-

Occurrence #2 FIRE
Phase of Operation TAKEOFF - GROUND RUN

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

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

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. - 3208 8/16/83 JONESBORO, AR A/C Reg. No. N110JS Time (Lc1) - 1700 CDT

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

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

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

Make/Model - ROCKWELL S2-R	Eng Make/Model - P & W PT6A-20	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES	
Max Gross Wt - 6000	Engine Type - TURBOPROP		
No. of Seats - 1	Rated Power - 550 HP		

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

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

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID	MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 10000	Last 24 Hrs - 15
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 30
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH DURING A FORCED LANDING AFTER THE ENGINE QUIT. ENROUTE TO A FARMERS FIELD THE ENGINE FAILED VERY SHORTLY AFTER FLAME WAS SEEN EMITTING FROM THE EXHAUST STACK. POST ACCIDENT EXAMINATION SHOWED THAT SEVERAL BLADES IN THE 1ST STAGE TURBINE FAILED. THE #2 BEARING AND BEARING RACE ALSO SHOWED EXCESSIVE WEAR.

Brief of Accident (Continued)

File No. - 3208

8/16/83

JONESBORO,AR

A/C Reg. No. N110JS

Time (Lc1) - 1700 CDT

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

Finding(s)

1. TURBINE ASSEMBLY, TURBINE BLADE - FAILURE, TOTAL
2. TURBINE ASSEMBLY, SHAFT BEARING - WORN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3299 1/04/83 PHOENIX,AZ A/C Reg. No. N25GH Time (Lc1) - 1325 MST

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

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

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

Make/Model - DOUGLAS A26C	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - YES
Max Gross Wt - 32000	Engine Type - N/A	
No. of Seats - 4	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - UNK/NR	LOCAL	PHX SKY HARBOR
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - UNK/NR	Runway Surface - UNK/NR
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 8500
SE LAND	Months Since - 9	Make/Model- 100
	Aircraft Type - A26C	Instrument- 1240
		Multi-Eng - 6500
		Last 24 Hrs - UNK/NR
		Last 30 Days- 5
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT GEAR RETRACTED. THE MODIFICATION OF THE ACFT FOR EXPERIMENTAL USE REDUCED ACCESS TO THE RUDDER TRIM CONTROL WITH THE GEAR SELECTOR IN THE DOWN POSITION. WITH THE SELECTOR IN NEUTRAL, IT WAS POSSIBLE TO APPLY LOADS TO THE GEAR WHICH REMOVED THE GEAR FROM THE POSITIVE DOWN & LOCKED POSITION. POSITIONING THE SELECTOR TO THE DOWN POSITION EXERTS 1500 PSI TOWARD THE DOWN POSITION. SUBSEQUENT TO THE ACCIDENT, THE OPERATOR RELOCATED THE RUDDER TRIM KNOB TO ALLOW RAPID 360 DEG OPERATION OF THE TRIM HANDLE WITH NO INTERFERENCE WHEN THE LANDING GEAR HANDLE IS IN THE DOWN POSITION.

Brief of Accident (Continued)

File No. - 3299

1/04/83

PHOENIX,AZ

A/C Reg. No. N25GH

Time (Lc1) - 1325 MST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR,GEAR LEVER - CLEARANCE
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3311 1/27/83 SCOTTSDALE, AZ A/C Reg. No. N440MA Time (Lcl) - 1859 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 2	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 4	1	0	0
Accident Occurred During -APPROACH					

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

Make/Model - MITSUBISHI MU-2B-60	Eng Make/Model - GARRETT TPE33110501M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 11625	Engine Type - TURBOPROP	
No. of Seats - 9	Rated Power - 940 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GREELEY, CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SCOTTSDALE, AZ	Runway Ident - 21
Wind Dir/Speed- 280/020 KTS	ATC/Airspace	Runway Lth/Wid - 4800/ 150
-Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - CONCRETE
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - WET
Lowest Ceiling - 5000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 9945
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 957
		Last 30 Days- 52
		Instrument- 109
		Last 90 Days- 81
		Multi-Eng - 4743
		Rotorcraft - 1902

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DIVERTED FROM SCOTTSDALE AZ TO A FLT COURSE TO SEDONA BECAUSE OF THUNDERSTORMS & HIGH WINDS AT SCOTTSDALE, BUT AFTER A RADIO CONVERSATION WITH SCOTTSDALE TWR, THE PLT DECIDED TO REROUTE TO LAND AT SCOTTSDALE. THE PLT DID NOT READ BACK THE WEATHER CORRECTLY TO SCOTTSDALE TWR. AFTER DESCENDING IN RAIN AND TURBULENCE, THE PLT REPORTED TO SCOTTSDALE AT 1857 THAT "WE THINK WE HAVE THE ARPT AT NINE O'CLOCK." THE PLT WAS CLEARED TO MAKE A VISUAL APPROACH TO RWY 21. THE TWR NEVER ESTABLISHED VISUAL CONTACT WITH THE ACFT & WAS UNABLE TO MAKE FURTHER RADIO CONTACT THE LAST RECORDED RADAR CONTACT SHOWED THE ACFT AT 2200 FT DESCENDING, 2 MILES FROM SCOTTSDALE ON A BEARING OF 075 DEGREES. THE ACFT CONTACTED THE GROUND LEFT WING & NOSE LOW IN A LANDING CONFIGURATION ON A HEADING OF ABOUT 300 DEGREES. THE ACFT SLID ABOUT 770 FT, LOSING THE ENGINES, WINGS & LANDING GEAR BEFORE STOPPING. A POST ACCIDENT EXAMINATION OF THE WRECKAGE SHOWED NO SIGNS OF PRE-IMPACT CONDITIONS THAT WOULD HAVE AFFECTED NORMAL OPERATIONS.

Brief of Accident (Continued)

File No. - 3311

1/27/83

SCOTTSDALE,AZ

A/C Reg. No. N440MA

Time (Lc1) - 1859 MST

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

Finding(s)

1. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
 2. WIND INFORMATION - MISREAD - PILOT IN COMMAND
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 4. WEATHER CONDITION - THUNDERSTORM
 5. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
 6. WEATHER CONDITION - RAIN
-

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

Finding(s)

7. LIGHT CONDITION - DARK NIGHT
 8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL DETECTION - PILOT IN COMMAND
-

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3339 2/06/83 WENDEN,AZ A/C Reg. No. N5943J Time (Lc1) - 1220 MST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SALOME,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SALOME
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - OBSCURED	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 500
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO A HILLSIDEDURING A LOW ALTITUDE TURN WHILE SURVEYING SHEET. THE PLT IN THE RIGHT FRONT SEAT WHO WAS FLYING THE ACFT MADE A STEEP RIGHT TURN TO FOLLOW A HERD OF BIG HORN SHEEP AND THE ACFT SETTLED INTO THE RISING TERRAIN. NO EVIDENCE OF PRE-IMPACT FAILURE OF THE ACFT EQUIPMENT WAS FOUND DURING POST-ACCIDENT INVESTIGATION.

Brief of Accident (Continued)

File No. - 3339

2/06/83

WENDEN,AZ

A/C Reg. No. N5943J

Time (Lcl) - 1220 MST

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

Finding(s)

1. AIRSPEED - BELOW - PILOT IN COMMAND
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. MANEUVER - MISJUDGED - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3261 3/24/83 SEDONA,AZ A/C Reg. No. N3863U Time (Lc1) - 0920 MST

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

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

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

Make/Model - BEECH A36TC	Eng Make/Model - CONTINENTAL TS10-520-UB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point LAKE HAVASU,AZ	OFF AIRPORT/STRIP
Method - TELEPHONE	Destination ALBUQUERQUE,NM	Airport Data
Completeness - FULL	ATC/Airspace	SEDONA
Basic Weather - IMC	Type of Flight Plan - VFR	Runway Ident - N/A
Wind Dir/Speed- 200/010 KTS	Type of Clearance - NONE	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type Apch/Lndg - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR		Runway Status - N/A
Lowest Ceiling - UNK/NR		
Obstructions to Vision- BLOWING SNOW		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 135
SE LAND	Months Since - 1	Make/Model- 22
	Aircraft Type - PA-28	Instrument- 3
		Last 24 Hrs - 3
		Last 30 Days- 51
		Last 90 Days- 91

Instrument Rating(s) - NONE

-----Narrative-----

DURING PREFLT BRIEFINGS, THE PLT WAS BRIEFED TO EXPECT DETERIORATING WX CONDITIONS WITH ASSOCIATED FLT PRECAUTIONS FOR MOUNTAIN OBSCUREMENT, ICING & MODERATE TURBULENCE. THE WX BRIEFINGS WERE COMPLETE, EXCEPT DUE TO AN INOPERATIVE CIRCUIT, THE 0654 PRESCOTT & THE 0530 TO 0851 FLAGSTAFF OBSERVATIONS WERE NOT TRANSMITTED. WHILE ENROUTE, THE ACFT CRASHED INTO THE EASTERN FACE OF A MOUNTAIN, APPRX 9 MINORTHWEST OF THE SEDONA ARPT AT APRX 6000 FT MSL. THE ARPT MANAGER AT SEDONA ESTIMATED A 500 FT OVERCAST, VISIBILITY 5 MI WITH INTERMITTENT RAIN & SNOW SHOWERS. THE SEDONA ARPT WAS 1300 FT BELOW THE ACCIDENT SITE. ACCORDING TO AN NTSB WX STUDY, THE CLOUD BASES WERE AT 5000 TO 6000 FT MSL, CLOUD TOPS AT 11,000 FT, HIGHER CLOUD LAYERS ABOVE, FLT VISIBILITY 0 MI IN CLOUDS, MODERATE TURBULENCE BELOW 10,000 FT, SNOW & RAIN, FREEZING LEVEL 7000 FT.

Brief of Accident (Continued)

File No. - 3261

3/24/83

SEDONA, AZ

A/C Reg. No. N3863U

Time (Lc1) - 0920 MST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 2. WEATHER CONDITION - CLOUDS
 3. TERRAIN CONDITION - HIGH TERRAIN
 4. WEATHER CONDITION - LOW CEILING
 5. WEATHER CONDITION - RAIN
 6. WEATHER CONDITION - SNOW
 7. WEATHER CONDITION - TURBULENCE
 8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 9. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
 11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

12. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 13. TERRAIN CONDITION - RISING
-

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,9,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3274 4/16/83 FLAGSTAFF, AZ A/C Reg. No. N4579J Time (Lcl) - 1522 MST

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

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

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

Make/Model - PIPER PA-28R-180	Eng Make/Model - LYCOMING IO-360-B1E	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	FLAGSTAFF, AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ALBUQUERQUE, NM	PULLIAM
Wind Dir/Speed- 060/003 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6999/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 478
SE LAND	Months Since - 18	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 101
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 6
		Multi-Eng - 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED HE HAD A PROBLEM WITH THE SPARK PLUGS LOADING UP BEFORE HE DEPARTED SACRAMENTO, CA ON A X-COUNTRY & THE R MAGNETO (MAG) HAD BEEN OVERHAULED BEFORE HE DEPARTED. HE STATED THE ENG RAN WELL "EXCEPT FOR BRIEF PLUG LOAD (ONE CYL) CLEARED BY LEANING MIXTURE." EN ROUTE STOPS WERE MADE AT TEHACHAPI, CA & FLAGSTAFF, AZ FOR FUEL. THE PLT SAID THAT DURING TAKEOFF AT FLAGSTAFF, THE ENG LOST POWER AT APRX 100 FT AGL. HOWEVER, WITNESSES REPORTED THE ENG WAS MISSING ON THE TAKEOFF ROLL. ONE WITNESS, A CFI, STATED THAT FROM WHERE HE 1ST HEARD THE ENG, IT WAS MISSING STEADILY, BUT THE ACFT CONTINUED ON THE TAKEOFF & ROLLED APRX ANOTHER 1500 FT BEFORE THE PLT TOOK OFF WITH THE ENG STILL MISSING. AFTER TAKING OFF, THE ACFT SETTLED, HIT TREETOPS & CRASHED. THE R MAG WAS FOUND AT 3 DEG BEFORE-TOP-DEAD-CENTER (BTDC). HOWEVER, THERE WERE SCRAPE MARKS WHERE IT HAD ROTATED; THE RETAINING NUTS WERE SNUG, BUT NO TIGHT. ALSO, THE LEFT MAG WAS IN ITS PROPER POSITION TO FIRE AT 25 DEG BTDC. THE ARPT ELEVATION WAS 7012 FT.

Brief of Accident (Continued)

File No. - 3274

4/16/83

FLAGSTAFF, AZ

A/C Reg. No. N4579J

Time (Lc1) - 1522 MST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF

Finding(s)

1. UNDETERMINED
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

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

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

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

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 (Lc1) - 0200 MST

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

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

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

Make/Model - PIPER PA-32 300C	Eng Make/Model - LYCOMING IO-540-K1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SCOTTSDALE,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	PRIVATE STRIP
Wind Dir/Speed - 250/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 4	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-32	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE 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

BUCKEYE,AZ

A/C Reg. No. N8926N

Time (Lc1) - 0200 MST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation 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. - 3300 8/01/83 TUCSON,AZ A/C Reg. No. N79AA Time (Lc1) - 1904 MST

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

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

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

Make/Model - GRAU VARI-EZE	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RYAN FIELD
Wind Dir/Speed- 090/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

WITNESSES OBSERVED THE ACFT MAKE 4 LOW PASSES, 200-300 FT AGL. ON THE LAST PASS THE ACFT PULLED UP INTO ABOUT A 30 DEG NOSE HIGH ATTITUDE & START A RIGHT ROLL. THE NOSE BEGAN TO DROP, & AS THE ROLL WAS COMPLETED THE ACFT WAS IN ABOUT A 80 DEG NOSE LOW, WINGS LEVEL ATTITUDE. IT IMPACTED THE GROUND IN A 30 DEG NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 3300

8/01/83

TUCSON,AZ

A/C Reg. No. N79AA

Time (Lc1) - 1904 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. 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) 2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3308 8/17/83 PEACH SPRINGS, AZ A/C Reg. No. N88LV Time (Lc1) - 1227 MST

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

Type Operating Certificate	-COMMUTER	Aircraft Damage		Injuries			
Name of Carrier	-LAS VEGAS AIRLINES	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	9	0	0	0
Accident Occurred During	-CLIMB						

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

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING L/TIO-540-J	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 350 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	LAS VEGAS, NV			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- IMC	GRAND CANYON, AZ		GRAND CANYON	
Wind Dir/Speed	- UNK/NR			Runway Ident	- N/A
Visibility	- 20.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- N/A
Lowest Ceiling	- UNK/NR	Type of Clearance	- NONE	Runway Status	- N/A
Obstructions to Vision	- UNK/NR	Type Apch/Lndg	- NONE		
Precipitation	- RAIN SHOWERS				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 8099	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 2	Make/Model - 1782	Last 30 Days - UNK/NR
GLIDER	Aircraft Type - PA-31	Instrument - UNK/NR	Last 90 Days - 160
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED LAS VEGAS, NV AS THE 2ND OF 5 ACFT ON A SCHEDULED GRAND CANYON SIGHT-SEEING FLT. THE 1ST PORTION OF THE FLT WAS OVER THE LAS VEGAS STRIP AREA & LAKE MEAD & WAS UNEVENTFUL. HOWEVER, WX CONDITIONS PRECLUDED THE PLT FROM CONTINUING OVER THE SHIVWITS PLATEAU. RADIO CONVERSATIONS BETWEEN THE PLT & OTHER COMPANY AIRCREWS INDICATED THAT THE PLT OF N88LV HAD ENCOUNTERED DETERIORATING WX CONDITIONS IN THE CANYON & THAT HE HAD DECIDED TO ABORT THE FLT & CLIMB OUT. LATER ATTEMPTS TO CONTACT THE ACFT WERE UNSUCCESSFUL. THE WRECKAGE WAS FOUND ON 8/18/83 WHERE THE ACFT HAD COLLIDED ON THE WEST WALL OF A MESA INSIDE THE CANYON. A HELICOPTER PLT FLYING ABOUT 14 MI NORTH OF THE CRASH SITE REPORTED CLOUDS AT GROUND LEVEL (4500 FT MSL). THE ELEVATION OF THE ACCIDENT SITE WAS 6320 FT. SHORTLY BEFORE HIS LAST TRANSMISSION, THE PLT STATED HE WAS "JUST SHORT OF TWIN PEAKS." THE PLT HAD TRANSMITTED HIS POSITION FROM PEACH VOR, INDICATING HE WAS IN THE AREA OF THE CRASH SITE. TWIN PEAKS WAS NORTHEAST & HAD SIMILAR TERRAIN.

Brief of Accident (Continued)

File No. - 3308

8/17/83

PEACH SPRINGS, AZ

A/C Reg. No. N88LV

Time (Lc1) - 1227 MST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - RAIN
 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3290 9/22/83 QUEEN CREEK,AZ A/C Reg. No. N8081K Time (Lc1) - 0900 MST

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

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

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

Make/Model - GULFSTREAM SCHWEIZER G-164B	Eng Make/Model - P&W R1340-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	QUEEN CREEK,AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 135/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling -	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6207
SE LAND	Months Since - 14	Last 24 Hrs - 4
	Aircraft Type - C-185	Make/Model- 4800
		Last 30 Days- 125
		Instrument- 60
		Last 90 Days- 125

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG LOST POWER & THE ACFT NOSED OVER IN A SOFT PLOWED FIELD. THE #1 CYLINDER ARTICULATING ROD HAD SEPARATED.

Brief of Accident (Continued)

File No. - 3290

9/22/83

QUEEN CREEK, AZ

A/C Reg. No. N8081K

Time (Lc1) - 0900 MST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - SEPARATION
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3359 12/12/83 SAN CARLOS, AZ A/C Reg. No. N3110M Time (Lc1) - 1945 MST

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

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

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

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-J2BD	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - UNK/NR	Rated Power - 350 HP	

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

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

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING A NIGHT LANDING ON A ROAD, THE ACFT WAS DAMAGED WHEN IT HIT A BERM. ACCORDING TO CUSTOMS OFFICIALS. THE PLT HAD CIRCLED WHILE GROUND PERSONNEL PLACED ROWS OF LIGHTS ADJACENT TO THE ROAD, THEN HE LANDED. THERE WAS EVIDENCE THAT ILLEGAL DRUGS HAD BEEN UNLOADED, THEN THE ACFT WAS INTENTIONALLY SET ON FIRE. THE PLT WAS NOT IDENTIFIED. HE WAS PRESUMED NOT TO HAVE BEEN INJURED.

Brief of Accident (Continued)

File No. - 3359

12/12/83

SAN CARLOS, AZ

A/C Reg. No. N3110M

Time (Lcl) - 1945 MST

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 3. TERRAIN CONDITION - DIRT BANK
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

----Probable Cause----

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

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. - 3364 2/23/83 DESCANSO, CA A/C Reg. No. N3687C Time (Lcl) - 2100 PST

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

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

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

Make/Model - CESSNA 180J	Eng Make/Model - CONTINENTAL O-470-A	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point BORREN SPRINGS, CA	OFF AIRPORT/STRIP
Method - TELEPHONE	Destination EL CAJON, CA	Airport Data
Completeness - PARTIAL, LMTD BY PILOT	ATC/Airspace	Runway Ident - N/A
Basic Weather - IMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- 130/005 KTS	Type of Clearance - NONE	Runway Surface - N/A
Visibility - 7.0 SM	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Lowest Sky/Clouds - PART OBS		
Lowest Ceiling - 500 FT OVERCAST		
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 640
SE LAND	Months Since - 11	Last 24 Hrs - 5
	Aircraft Type - C-180J	Make/Model- 130
		Instrument- 4
		Last 30 Days- 10
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT WAS ON A FLT FROM FARMINGTON, NM TO EL CAJON, CA, BUT MADE A STOP AT BORREGO SPRINGS, CA WHERE A PASSENGER DEPLANED. BEFORE DEPARTING FARMINGTON, HE OBTAINED A WX BRIEFING FOR THE TRIP, BUT ONLY FILED A FLT PLAN FOR THE 1ST LEG WHEN TOLD OF BAD WX ALONG THE 2ND LEG. AT BORREGO SPRINGS, NO AVIATION FUEL WAS AVAILABLE. THE PLT WAS CONCERNED ABOUT HAVING ENOUGH FUEL FOR THE REMAINDER OF THE FLT SO HE OBTAINED 2-1/2 GAL OF SUPREME UNLEADED AUTO FUEL. ON THE NEXT LEG OF THE FLT, THE ACFT CRASHED IN MOUNTAINOUS TERRAIN. A WITNESS SAID HE HEARD THE ENG SPITTER THEN SAW THE ACFT COME OUT OF THE CLOUDS IN A 65 DEG ANGLE. HE ESTIMATED THE BOTTOM OF THE CLOUDS WERE ABOUT 400 TO 500 FT AGL. ALSO, HE DESCRIBED THE WX AS RAINY, HEAVY AT TIMES, WITH LOW CEILINGS & SOME BREAKS IN THE OVERCAST. A TEARDOWN OF THE ENG REVEALED NO EVIDENCE OF A PREIMPACT, MECHANICAL FAILURE. THE ACFT WAS TOO BADLY DAMAGED TO DETERMINE THE AMOUNT OF FUEL THAT WAS IN THE TANKS PRIOR TO IMPACT. THE ELEVATION OF THE CRASH SITE WAS ABOUT 3900 FT.

Brief of Accident (Continued)

File No. - 3364

2/23/83

DESCANSO,CA

A/C Reg. No. N3687C

Time (Lcl) - 2100 PST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH TERRAIN
4. WEATHER CONDITION - CLOUDS
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG
7. WEATHER CONDITION - RAIN
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

9. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - 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) 8,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3268 4/10/83 LA JOLLA, CA A/C Reg. No. N3025R Time (Lc1) - 1310 PST

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

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

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

Make/Model - ROLLADEN-SCHNEIDER LS-4	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1041	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	LA JOLLA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TORREY PINES GLIDERPORT
Wind Dir/Speed- 280/009 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1500/ 30
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 120
SE LAND	Months Since - 5	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - L13	Make/Model- 33
		Last 30 Days- 2
		Instrument- 0
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS QUALIFIED FOR SOLO WINCH LAUNCHES IN AN SGS-1-26 GLIDER. ON HIS 1ST WINCH LAUNCH USING A C.G. HOOK IN THIS GLIDER, HE ALLOWED THE ACFT TO ENTER AN ABNORMALLY HIGH ANGLE OF ATTACK, WHICH WAS OBSERVED THRU-OUT THE TAKEOFF PROCESS. THE GLIDE THEN ENTERED A STALL-SPIN & CRASHED. ACCORDING TO THE OWNER'S MANUAL, FORWARD ELEVATOR MUST BE USED AFTER LEAVING THE GROUND DUE TO THE LOCATION OF THE TOW HOOK & THE TENDENCY OF THE GLIDER TO ENTER A STEEP NOSE-UP ATTITUDE. THE MANUAL REQUIRED PRONOUNCED FORWARD PRESSURE THRU-OUT THE TRANSITION ARC.

Brief of Accident (Continued)

File No. - 3268

4/10/83

LA JOLLA, CA

A/C Reg. No. N3025R

Time (Lc1) - 1310 PST

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

Finding(s)

1. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL/SPIN - 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) 1,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3332 4/29/83 REDLANDS,CA A/C Reg. No. N9233K Time (Lc1) - 1830 PDT

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

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

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAS VEGAS,NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	REDLANDS,CA	BIG BEAR CITY
Wind Dir/Speed- 260/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 5850/ 75
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 82
SE LAND	Months Since - 2	Make/Model- 30
	Aircraft Type - PA-28	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE FLYING, THE PLT TOLD THE FBO THAT HE WOULD STAY IN THE LOCAL REDLANDS/RIVERSIDE, CA AREA. HOWEVER, AFTER TAKING OFF, HE FLEW TO LAS VEGAS, NV. HE DEPARTED LAS VEGAS AT 1636 PDT. WHEN HE DID NOT RETURN TO REDLANDS, A SEARCH WAS INITIATED. THE WRECKAGE OF THE ACFT WAS FOUND ABOUT 8 MI NORTH OF REDLANDS IN MOUNTAINOUS TERRAIN WHERE THE PLANE HAD CRASHED AT AN ELEVATION OF ABOUT 5300 FT. IMPACT OCCURRED AT THE BASE OF A CLIFF IN A CANYON AREA. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. RADAR INFO INDICATED THE ACFT WAS FLYING AT A SLOW SPEED JUST PRIOR TO THE ACCIDENT. THE IMPACT SITE WAS LOCATED ABOUT 2 MI NORTH OF THE LAST RECORDED RADAR POSITION. A WX STUDY SHOWED THAT THE BASES OF THE CLOUDS IN THAT AREA WAS ABOUT 4000 FT MSL & THE CLOUD TOPS WERE NEAR 5000 FT. FLT VISIBILITY IN CLOUDS WAS ZERO MI & MODERATE TURBULENCE WAS PROBABLE BELOW 10,000 FT MSL.

Brief of Accident (Continued)

File No. - 3332

4/29/83

REDLANDS,CA

A/C Reg. No. N9233K

Time (Lc1) - 1830 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - TURBULENCE
6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation 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) 1,6,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3267 5/03/83 MILPITAS,CA A/C Reg. No. N40755 Time (Lcl) - 1510 PDT

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

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

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

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CAMERON PARK,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAN JOSE,CA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4000
SE LAND,ME LAND	Months Since - 18	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - B-33	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,HELICOPTER

-----Narrative-----

WHILE DESCENDING THRU 4300 FT, THE ENG LOST POWER. THE PLT MADE AN EMERGENCY LANDING ON A GULF COURSE, BUT DURING THE LANDING ROLL, THE RIGHT WING OF THE ACFT IMPACTED A POLE & WAS DAMAGED. AN EXAM REVEALED THAT THE 5/16 INCH BOLT, PN STD-847, THAT SECURED THE CRANKSHAFT GEAR TO THE AFT END OF THE CRANKSHAFT HAD BACKED OUT. THIS RESULTED IN SHEARING OF THE DOWL PIN. IN TURN, THE CRANKSHAFT COULD NOT DRIVE THE ACCESSORIES, WHICH INCLUDED THE MAGNETOS & VACUUM PUMP. THE ENG HAD OPERATED 371 HRS SINCE OVERHAUL.

Brief of Accident (Continued)

File No. - 3267

5/03/83

MILPITAS,CA

A/C Reg. No. N40755

Time (Lc1) - 1510 PDT

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

Finding(s)

1. ACCESSORY DRIVE ASSY,DRIVE GEAR - LOOSE
2. ENGINE ASSEMBLY,OTHER - OVERLOAD
3. ACCESSORY DRIVE ASSY - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

4. OBJECT - UTILITY POLE

----Probable Cause-----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3272 6/24/83 BIG BEAR,CA A/C Reg. No. N73570 Time (Lc1) - 1040 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BIG BEAR CITY
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5850/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A SLIGHT CHANGE IN THE WIND, RWY 7 BECAME MORE FAVORABLE & THE UNICOM OPERATOR ADVISE THAT IT WAS RECOMMENDED FOR USE. THE STUDENT MANEUVER THE ACFT TO MAKE HIS APCH TO RWY 7. DURING THE LANDING, THE ACFT BOUNCED TWICE, THEN VEERED LEFT INTO A GRASSY AREA. THE STUDENT ELECTED TO GO AROUND. AFTER BECOMING AIRBORNE, THE ACFT CLIMBED TO ABOUT 100 FT, THEN THE LEFT WIND ABRUPTLY DROPPED & THE ACFT ENTERED A DESCENT, IMPACTED A CABLE & CRASHED.

Brief of Accident (Continued)

File No. - 3272

6/24/83

BIG BEAR,CA

A/C Reg. No. N73570

Time (Lc1) - 1040 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 6. GO-AROUND - INITIATED - PILOT IN COMMAND
 7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 8. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

9. 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) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3265 7/03/83 SUNNYVALE, CA A/C Reg. No. N6301M Time (Lc1) - 1440 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SANTA BARBARA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PALO ALTO, CA	Runway Ident - N/A
Wind Dir/Speed- 340/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS CRUISING AT ABOUT 3000 FT WHEN THE ENG LOST POWER. AN EMERGENCY LANDING WAS MADE ON A FOOTBALL FIELD, BUT THE ACFT WAS DAMAGED. ONLY ABOUT 1 CUP OF FUEL WAS FOUND IN THE FUEL TANKS & NO FUEL WAS FOUND IN THE FUEL LINES. THE GASCOLATOR WAS BROKEN, BUT NO FUEL WAS FOUND ON THE GROUND.

Brief of Accident (Continued)

File No. - 3265

7/03/83

SUNNYVALE,CA

A/C Reg. No. N6301M

Time (Lcl) - 1440 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

----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. - 3363 7/03/83 SAN DIEGO, CA A/C Reg. No. N401JC Time (Lcl) - 1914 PDT

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

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

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

Make/Model - CLARK SUPER Q2	Eng Make/Model - ROTORWAY UNK/NR	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 104 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BROWN FIELD
Wind Dir/Speed- 250/007 KTS	ATC/Airspace	Runway Ident - 26R
Visibility - 13.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7999/ 200
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 11367
SE LAND, ME LAND, SE SEA	Months Since - 5	Make/Model - 0
HELICOPTER	Aircraft Type - BELL 47	Instrument - 26
		Multi-Eng - 212
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - 9607

Instrument Rating(s) - NONE

-----Narrative-----

THE HOEM BUILT ACFT WAS CONSTRUCTED USING THE BASIC DESIGN OF THE Q2, A 2 PALCE PLANE WITH A CANARD. HOWEVER, IT WAS BUILT WITH SIGNIFICANT DESIGN CHANGES. THESE INCLUDED A 2ND ELEVATOR WHICH CREATED AT-TAIL. THE 2ND ELEVATOR WAS OPERATED BY A HANDLE WHICH WAS MOUNTED ON THE CONSOLE WALL. ALSO, THE ACFT WAS EQUIPPED WITH A 104 HP LIQUID COOLED ENG INSTEAD OF AN AIR COOLED 64 HP ENG; THE GROSS WT WAS INCREASED FROM 1000 TO 1350 LBS; & THE FUEL CAPACITY WAS INCREASED FROM 20 TO 36 GAL & AN ADDITIONAL AFT TANK WAS INSTALLED. AFTER HIS SPEED TAXI CHECKS, THE OWNER/BUILDER/PLT TOOK OFF ON HIS 1ST FLT. WITNESSES REPORTED THAT DURING TAKEOFF, THE CFT CLIMBED TO AN ALT OF APRX 100 TO 200 FT AGL, THEN ENTERED A STEEP DESCENT & CRASHED. NO PREIMPACT PART FAILURE WAS FOUND. THE HANDLE FOR THE 2ND ELEVATOR WAS FOUND IN A FULL TRAVEL (ACFT NOSE DOWN) POSITION. THE 2ND ELEVATOR WAS FOUND TO BE "REVERSIBLE" & AIRLOADS AT TAKEOFF SPEEDS COULD HAVE DRIVEN IT TO A FULL TRAVEL (ACFT NOSE DOWN) POSITION.

Brief of Accident (Continued)

File No. - 3363

7/03/83

SAN DIEGO, CA

A/C Reg. No. N401JC

Time (Lc1) - 1914 PDT

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

Finding(s)

1. FLIGHT CONTROL, ELEVATOR - IMPROPER
 2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), AIRFRAME - OTHER MAINTENANCE PNL
 3. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3269 7/31/83 S. LAKE TAHOE, CA A/C Reg. No. N11102 Time (Lc1) - 0908 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries			None
Type of Operation -SIGHT SEEING	Fire	Crew 0	Serious 1	Minor 0	0	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	2	0	
Accident Occurred During -LANDING						

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

Make/Model - BELL 47G-3B-1	Eng Make/Model - LYCOMING TVO-435-G1A	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 270 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 350/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3127
SE LAND,ME LAND	Months Since - 5	Make/Model- 830
HELICOPTER	Aircraft Type - 47G-3B1	Instrument- 96
		Multi-Eng - 317
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 109
		Rotorcraft - 2445

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF OVER DESCENDING TERRAIN IN A MOUNTAINOUS AREA, THE RPM BEGAN DECAYING WHEN THE HELICOPTER HAD ACCELERATED TO 40 KTS & WAS ABOUT 75 FT AGL. THE PLT APPLIED MORE THROTTLE & INCREASED THE COLLECTIVE, THEN NOTED THAT THE MANIFOLD PRESSURE WAS DECREASING & THE RPM CONTINUED TO DECAY. THE HELICOPTER SETTLED TO THE GROUND, ROLLED ONTO ITS LEFT SIDE & CAME TO REST INVERTED. AN EXAM REVEALED NO REASON FOR THE LOSS OF POWER. THE DENSITY ALT WAS ABOUT 8100 FT.

Brief of Accident (Continued)

File No. - 3269

7/31/83

S. LAKE TAHOE, CA

A/C Reg. No. N11102

Time (Lc1) - 0908 PDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause-----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3357 7/31/83 KINGDON,CA A/C Reg. No. N3881B Time (Lc1) - 1600 PDT

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

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

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

Make/Model - TRAGER GOLDWING	Eng Make/Model - CUYUNA 430	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 520	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LODI,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KINGDON AIRPARK
Wind Dir/Speed- 260/006 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 140
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 2353
SE LAND,ME LAND	Months Since - 11	Make/Model- 2
	Aircraft Type - UNK/NR	Instrument- 24
		Multi-Eng - 1762
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS FLYING A REGISTERED, HOME BUILT, ULTRALIGHT ACFT THAT HAD JUST BEEN CERTIFICATED. THE 1ST FLT WAS MADE EARLIER ON THE DATE OF THE ACCIDENT. THE PLT STATED THAT HE MADE 10 LANDINGS AT LODI, CA, WITH THE WIND ABOUT 20 DEG OFF THE RWY HEADING AT 3 TO 6 KTS. HE THEN FLEW TO KINGDON, CA WHICH REPORTEDLY HAD THE SAME WIND CONDITIONS, BUT WERE FROM A DIFFERENT DIRECTION WITH RESPECT TO THE RWY. THE PLT REPORTED THAT HE MADE SEVERAL ATTEMPTS TO "PLANT" THE ACFT ON THE RUNWAY AT KINGDON. REPORTEDLY, HE WAS EXPERIENCING CONTROL DIFFICULTIES DUE TO HIS UNFAMILIARITY WITH THE ACFT. ON THE 4TH APCH, HE LANDED, BUT THE ACFT VEERED TO THE RIGHT. HE INITIATED A GO-AROUND, BUT THE PLANE HIT A FENCE & CRASHED. THE PLT STATED THAT THE ACFT WAS SENSITIVE TO SMALL WIND CHANGES & HAD LIMITED NOSEWHEEL STEERING. ALSO, HE QUESTIONED THE EFFECTIVENESS OF THE ACFT'S WINGLET RUDDERS.

Brief of Accident (Continued)

File No. - 3357

7/31/83

KINGDON,CA

A/C Reg. No. N3881B

Time (Lcl) - 1600 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

6. GO-AROUND - INITIATED - PILOT IN COMMAND
 7. OBJECT - FENCE
-

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3366 8/04/83 LINCOLN,CA A/C Reg. No. N87697 Time (Lcl) - 1945 PDT

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

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

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

Make/Model - NAVY N3N-3-2939	Eng Make/Model - P & W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LINCOLN MUNICIPAL
Wind Dir/Speed- 180	ATC/Airspace	Runway Ident - 15
Visibility - 10.0 SM	Type of Flight Plan - MILITARY (VFR)	Runway Lth/Wid - 3700/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 566
SE LAND	Months Since - 12	Last 24 Hrs - 4
	Aircraft Type - C-182	Make/Model- 2
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PERFORMING TOUCH AND GO LANDINGS TO RUNWAY 15 AND 33 AT LINCOLN MUNICIPAL AIRPORT. WITNESSES OBSERVED THE PILOT MAKE A STEEP CLIMB FOLLOWING A TOUCH AND GO LANDING TO RUNWAY 15. THE AIRCRAFT CRASHED ON THE AIRPORT PROPERTY.

Brief of Accident (Continued)

File No. - 3366

8/04/83

LINCOLN,CA

A/C Reg. No. N87697

Time (Lc1) - 1945 PDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

2. STALL - INADVERTENT - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2.3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3271 10/10/83 LOS BANOS,CA A/C Reg. No. N4026G Time (Lcl) - 0630 PDT

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

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

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

Make/Model - HILLER UH12E	Eng Make/Model - LYCOMING U0540	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 305 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LOS BANOS,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOS BANOS,CA	Runway Ident - N/A
Wind Dir/Speed- 225/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3290
SE LAND	Months Since - 14	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1520
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 150
		Rotorcraft - 2957

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOADED THE HELICOPTER & STARTED A SPRAYING OPERATION. HE STATED THAT AS HE PULLED THE HELICOPTER UP FROM THE 1ST SPRAY RUN, IT STARTED SHAKING & WENT PARTIALLY OUT OF CONTROL. HE WAS ABLE TO REGAIN ENOUGH CONTROL TO GET THE HELICOPTER IN LEVEL FLT BEFORE IT STRUCK THE GROUND & WAS DAMAGED. NO PREIMPACT DISCREPANCIES WERE FOUND WHICH WOULD HAVE CONTRIBUTED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3271

10/10/83

LOS BANOS, CA

A/C Reg. No. N4026G

Time (Lc1) - 0630 PDT

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3291 10/14/83 WESTSIDE,CA A/C Reg. No. N3089K Time (Lcl) - 0330 PDT

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

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

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

Make/Model - AYRES S2R-600	Eng Make/Model - P&W R1340-AN1	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES	
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WESTSIDE,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed - CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8000
SE LAND	Months Since - 13	Make/Model - 5000
	Aircraft Type - C-172	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days - UNK/NR
		Last 90 Days - 300
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG LOST POWER & THE ACFT'S GEAR COLLAPSED DURING THE SUBSEQUENT FORCED LANDING. NO PREIMPACT FAILURE/MALFUNCTION OF THE ENG OR PROP WERE FOUND.

Brief of Accident (Continued)

File No. - 3291

10/14/83

WESTSIDE,CA

A/C Reg. No. N3089K

Time (Lc1) - 0330 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. UNDETERMINED
 2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
-

Occurrence #2
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3346 11/12/83 MAMMOTH LAKES,CA A/C Reg. No. N8110E Time (Lcl) - UNK/NR

----Basic Information----

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

----Aircraft Information----

Make/Model - MOONEY M20A	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

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

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

----Personnel Information----

Pilot-In-Command	Age - 34	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT CRASHED INTO A MOUNTAIN SIDE AT SOME TIME PRIOR TO 0900 ON 11/12/83 WHEN THE ELT SIGNAL WAS 1ST REPORTED, VIA SATELLITE. BEFORE THE FLT, THE STUDENT PLT WAS LAST SEEN IN BAKERSFIELD, CA AT ABOUT 0100 THAT MORNING. A RESCUE MISSION WAS DELAYED DUE TO PROHIBITIVE WX CONDITIONS WHICH INCLUDED HIGH WINDS & BLOWING SNOW. INITIAL IMPACT OCCURRED WITH A ROCK RIDGE AT AN ELEVATION OF 10,400 FT MSL. THERE WAS EVIDENCE THAT THE ACFT IMPACTED WHILE IN AN UPRIGHT, WINGS LEVEL ATTITUDE & DESCENDING AT AN ANGLE OF ABOUT 5 DEG. NO EVIDENCE WAS FOUND OF A PREIMPACT MALFUNCTION OR FAILURE OF THE ACFT OR ENG. A TOXICOLOGICAL CHECK OF THE PLT'S BLOOD SHOWED AMPHETAMINE AT 0.6 MG/L & METHAMPHETAMINE AT 1.2 MG/L. BETWEEN 0100 & 0900 PST, THE CLOUD BASES WERE ABOVE 4000 FT, CLOUD TOPS ABOVE 10,000 FT, MODERATE TURBULENCE POSSIBLE BELOW 12,000 FT, FREEZING LEVEL NEAR 8000 FT & LIGHT TO MODERATE ICING IN CLOUDS ABOVE THE FREEZING LEVEL.

Brief of Accident (Continued)

File No. - 3346

11/12/83

MAMMOTH LAKES, CA

A/C Reg. No. N8110E

Time (Lcl) - UNK/NR

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. TERRAIN CONDITION - HIGH TERRAIN
7. WEATHER CONDITION - CLOUDS
8. WEATHER CONDITION - ICING CONDITIONS
9. WEATHER CONDITION - TURBULENCE
10. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

11. TERRAIN CONDITION - MOUNTAINOUS/HILLY
12. TERRAIN CONDITION - RISING

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

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

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7,8,9,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3204 12/07/83 DANVILLE, CA A/C Reg. No. N2862C Time (Lcl) - 1741 PST

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

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAN JOSE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CONCORD, CA	Runway Ident - N/A
Wind Dir/Speed- 210/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 93
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - PA-28	Make/Model- 93
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH RISING TERRAIN AT THE 1600 FT LEVEL ON A DARK NIGHT. THE PLT WAS ON A NIGHT CROSS-COUNTRY AND HAD MADE A RADIO CALL SAYING HE WAS UNSURE OF HIS POSITION. HE THEN REPORTED HIS ALT AS 2000 FT. THE BUCHANAN TOWER GAVE HIM A HEADING TO FLY AND SAID HE WAS ONLY 10 MILES FROM THE ARPT. THE ACFT ACKNOWLEDGED THE HEADING AND THIS WAS THE LAST RADIO CONTACT.

Brief of Accident (Continued)

File No. - 3204

12/07/83

DANVILLE,CA

A/C Reg. No. N2862C

Time (Lc1) - 1741 PST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

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. - 3270 12/22/83 SANTA ROSA IS.,CA A/C Reg. No. N2697K Time (Lcl) - 0800 PST

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

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

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

Make/Model - CESSNA 180K	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OXNARD,CA	PRIVATE
Wind Dir/Speed- 330/007 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2929
SE LAND,SE SEA	Months Since - 9	Make/Model- 697
	Aircraft Type - UNK/NR	Instrument- 60
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 43

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE NOSE OF THE ACFT FELT HEAVY JUST BEFORE LIFT-OFF & WHEN HE BECAME AIRBORNE. HE FELT SOMETHING WAS WRONG WITH THE TAIL OF THE ACFT & THAT HE WAS UNABLE TO OBTAIN FULL ELEVATOR RESPONSE, SO HE ABORTED THE TAKEOFF. THE ACFT ROLLED 300 TO 400 FT AFTER LANDING NOSE LOW. THE PLT REPORTED THAT HE ATTEMPTED TO MAINTAIN FULL UP ELEVATOR & USED MODERATE BRAKING. DURING THE LAST 30 TO 50 FT, THE PROP MADE NUMEROUS GROUND STRIKES BEFORE THE WHEELS STRUCK A DEPRESSION & THE ACFT NOSED OVER. AN EXAM OF THE ACFT REVEALED NO DISCREPANCIES. THE PLT STATED THAT THE ELEVATOR TRIM WAS IN THE CENTER (TAKEOFF) POSITION.

Brief of Accident (Continued)

File No. - 3270

12/22/83

SANTA ROSA IS.,CA

A/C Reg. No. N2697K

Time (Lc1) - 0800 PST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

Finding(s)
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3326 5/30/83 DEL NORTE,CO A/C Reg. No. N1516S Time (Lcl) - 1120 MDT

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

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

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

Make/Model - BALLOON WORKS- FIREFLY 7	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1660	Engine Type - N/A		
No. of Seats - UNK/NR	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BALLOON RANCH,CO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/002 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 75
	Months Since - 10	Last 24 Hrs - UNK/NR
FREE BALLOON	Aircraft Type - AX7	Make/Model- 53
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT ELECTED TO LAND WHEN THERMAL ACTIVITY BEGAN DEVELOPING & THE BALLOON STARTED DRIFTING TOWARD MORE ROCKY & ROUGHER TERRAIN. SHE ELECTED TO LAND ON A ROAD AT AN ELEVATION OF ABOUT 8000 FT & INSTRUCTED THE PASSENGERS TO STRAP ON THEIR HELMETS. ALSO, SHE WARNED THE PASSENGERS TO EXPECT A HARD LANDING & TOLD THEM TO FACE FORWARD & BEND THEIR KNEES. DURING THE LANDING, THE BALLOON TOUCH DOWN WHILE IT WAS IN AN ESTIMATED 500 FT/MIN DESCENT. THE PLT STATED THAT ONE OF THE PASSENGERS STEPPED ON A 2ND PASSENGER'S FOOT & THE 2ND PASSENGER'S ANKLE WAS BROKEN.

Brief of Accident (Continued)

File No. - 3326

5/30/83

DEL NORTE,CO

A/C Reg. No. N1516S

Time (Lcl) - 1120 MDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. WEATHER CONDITION - UNFAVORABLE WIND
 5. DESCENT - EXCESSIVE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3368 11/13/83 CLIMAX.CO A/C Reg. No. N7292S Time (Lc1) - 2112 MST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ENGLEWOOD.CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CORTEZ.CO	Runway Ident - N/A
Wind Dir/Speed- 320/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 8000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 238
SE LAND	Months Since - 8	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 198
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

THE WRECKAGE OF N7292S WAS LOCATED BY THE COLORADO CIVIL AIR PATROL ON JULY 22, 1984. AN ON-SCENE EXAMINATION OF THE WRECKAGE REVEALED THAT THE ACFT HAD IMPACTED TALL PINE TREES IN A NEAR VERTICAL RIGHT HAND SPIRAL MANEUVER. IMPACT FORCES DESTROYED THE ACFT AND ALL OCCUPANTS WERE FATALLY INJURED AT IMPACT. THE ENTIRE WRECKAGE WAS WITHIN AN APPROXIMATE 100 FT AREA. DUE TO THE EXTENT OF IMPACT DAMAGE FLIGHT CONTROL CONTINUITY COULD NOT BE ESTABLISHED.

Brief of Accident (Continued)

File No. - 3368

11/13/83

CLIMAX,CO

A/C Reg. No. N7292S

Time (Lc1) - 2112 MST

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

Finding(s)
1. UNDETERMINED

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3340 12/14/83 ALMA,CO A/C Reg. No. N47403 Time (Lc1) - UNK/NR

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

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

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

Make/Model - PIPER PA-32	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ENGLEWOOD,CO	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	SALT LAKE CITY,UT	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT, HIS BROTHER & HIS SISTER-IN-LAW WERE ON A FLT TO ATTEND HIS MOTHER'S FUNERAL. BEFORE TAKING OFF. THE PILOT RECEIVED A WX BRIEFING & WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. THE PLT THEN ASKED FOR WX REPORTS FOR A SOUTHERLY ROUTE & HE WAS ADVISED THAT THE MOUNTAIN TOPS WERE OBSCURED ON THAT ROUTE. HE THEN INDICATED THAT HE WOULD TRY & THAT MAYBE THE WEATHER WOULD CLEAR ENOUGH FOR HIM TO GET THRU. SUBSEQUENTLY, THE ACFT CRASHED ON THE SIDE OF MT DEMOCRAT, A 14,286 FT MOUNTAIN, AT THE 13,800 FT LEVEL. THERE WAS EVIDENCE THAT THE ACFT IMPACTED IN NEAR LEVEL FLT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND THAT WOULD HAVE CONTRIBUTED TO THE ACCIDENT. THE AREA FORECAST CALLED FOR MOUNTAINS & HIGHER TERRAIN TO BE OCCASIONALLY OBSCURED IN CLOUDS & PRECIP; ROCKY MOUNTAINS 3000 TO 6000 FT THRU 20,000 FT WITH OCCASIONAL CEILINGS BELOW 1000 FT & VISIBILITY BELOW 3 MILES IN SNOW & FOG.

Brief of Accident (Continued)

File No. - 3340

12/14/83

ALMA,CO

A/C Reg. No. N47403

Time (Lc1) - UNK/NR

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 2. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
 3. TERRAIN CONDITION - HIGH TERRAIN
 4. WEATHER CONDITION - CLOUDS
 5. WEATHER CONDITION - LOW CEILING
 6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 8. TERRAIN CONDITION - RISING
-

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3235 12/13/83 GREENWICH,CT A/C Reg. No. N2254T Time (Lc1) - 1830 EST

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

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

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

Make/Model - CESSNA R182	Eng Make/Model - LYCOMING O-540-J3C5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	QUEBEC CITY,PQ	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	WHITE PLAINS,NY	WESTCHESTER CO.
Wind Dir/Speed- 050/014 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 25.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6550/ 150
Lowest Sky/Clouds -	Type of Clearance -	Runway Surface - ASPHALT
Lowest Ceiling - OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 500
SE LAND	Months Since - 19	Make/Model- 105
	Aircraft Type - 172	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING AN ILS APPROACH TO WESTCHESTER ARPT IN NY. THE WEATHER WAS IMC AND AN IFR FLT PLAN WAS FILED. THE ACCIDENT OCCURRED DURING THE 2ND ATTEMPT WITH THE 1ST ENDING IN A MISSED APPROACH. IT WAS APPARENT TO THE CONTROLLER THAT THE ACFT WAS HAVING DIFFICULTY AND THE CONTROLLER CALLED A WARNING TO THE PLT. THE PLT REPLIED THAT HE HAD NO D.G. SEVERAL VECTORS WERE GIVEN TO THE ACFT WHICH WERE NOT FOLLOWED PRECISELY AND A LOSS OF CONTROL OCCURRED. EVIDENCE SHOWS THAT THE ACFT WAS IN STEEPLY DESCENDING RIGHT TURN AT IMPACT. THE ENGINE WAS BURIED 7 FT INTO MUD ATTESTING TO THE HIGH SPEED AT IMPACT. THIS FLT HAD BEEN DELAYED AT DEPARTURE BECAUSE OF A PROBLEM WITH THE ATTITUDE GYRO. THE PLT WAS INFORMED THAT THE INSTRUMENT SHOULD BE OVERHAULED BECAUSE OF BEARING NOISES AND FLUCUATIONS IN INDICATION.

Brief of Accident (Continued)

File No. - 3235

12/13/83

GREENWICH,CT

A/C Reg. No. N2254T

Time (Lc1) - 1830 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - RAIN
 3. WEATHER CONDITION - FOG
 4. WEATHER CONDITION - OBSCURATION
 5. LIGHT CONDITION - DARK NIGHT
 6. FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - ERRATIC
 7. FLIGHT/NAV INSTRUMENTS, ATTITUDE GYRO - BINDING (MECHANICAL)
 8. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
 9. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
 10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - 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) 6,7,8,9,10

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. - 3233 8/08/83 BRANDON, FL A/C Reg. No. N5888W Time (Lc1) - 0940 EDT

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

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

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

Make/Model - PIPER PA-28-150	Eng Make/Model - LYCOMING IO-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP
Method - N/A		SAME AS ACC/INC	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		LOCAL	BRANDON
Wind Dir/Speed- CALM			Runway Ident - 27
Visibility - 10.0 SM	ATC/Airspace		Runway Lth/Wid - 2775/ 100
Lowest Sky/Clouds - 1100 FT SCATTERED	Type of Flight Plan - NONE		Runway Surface - GRASS/TURF
Lowest Ceiling - 2000 FT BROKEN	Type of Clearance - NONE		Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE		
Precipitation - NONE			
Condition of Light - DAYLIGHT			

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 964
SE LAND,ME LAND	Months Since - 3	Make/Model- 63
	Aircraft Type - UNK/NR	Instrument- 79
		Multi-Eng - 21
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 181

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AND THE GROUND AFTER THE ENGINE LOST POWER DURING TAKEOFF. THE CFI NOTED THE RPM DROPPING TO 2000 WITH FULL THROTTLE AND AT ABOUT 75 AGL AND TRIED TO ARREST THE DESCENT WITH FLAPS BUT WAS UNSUCCESSFUL. ONE TAKEOFF HAD BEEN ABORTED DUE TO POOR ACCELERATION BUT THE CFI HAD THOUGHT IT WAS IMPROPER THROTTLE TECHNIQUE ON THE PART OF THE STUDENT. POST ACCIDENT ENGINE EXAMINATION REVEALED OLD TYPE VALVE SPRINGS INSTALLED THAT SHOULD HAVE BEEN REPLACED BY PN LW11800. A MECHANIC HAD INSTALLED NEW SPRINGS BUT OF AN INCORRECT TYPE WITH INCORRECT COLOR CODING. AVCO LYCOMING SERVICE INSTRUCTION 1240B CALLED FOR THE CHANGE TO IMPROVE ENGINE PERFORMANCE WITH THE RECOMMENDED IMPROVED VALVE SPRINGS.

Brief of Accident (Continued)

File No. - 3233

8/08/83

BRANDON,FL

A/C Reg. No. N5888W

Time (Lc1) - 0940 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,VALVE - INCORRECT
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

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

Finding(s)

3. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

-----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. - 3279 9/06/83 HOMOSASSA SPRGS.FL A/C Reg. No. N7597L Time (Lc1) - 1810 EDT

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

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

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

Make/Model - CESSNA A152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BROOKSVILLE,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 150
SE LAND	Months Since - 22	Last 24 Hrs - 3
	Aircraft Type - 150	Make/Model- 150
		Instrument- 0
		Last 30 Days- 4
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----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.

Brief of Accident (Continued)

File No. - 3279

9/06/83

HOMOSASSA SPRGS,FL

A/C Reg. No. N7597L

Time (Lcl) - 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(ALCOHOL) - 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. - 3288 10/10/83 CORNWELL, FL A/C Reg. No. N6830Y Time (Lcl) - UNK/NR

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

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

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 30000 FT SCATTERED	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FOUND WITH A LARGE AMOUNT OF BURNED MARIJUANA ONBOARD & THE CARGO DOOR OPEN.

Brief of Accident (Continued)

File No. - 3288

10/10/83

CORNWELL,FL

A/C Reg. No. N6830Y

Time (Lc1) - UNK/NR

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. 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) 2

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3323 11/11/83 MIAMI, FL A/C Reg. No. N812EA Time (Lcl) - 2100 EST

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

Type Operating Certificate	-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage		Injuries			
Name of Carrier	-EASTERN AIRLINES	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0	7
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	1	0	151
Accident Occurred During	-LANDING						

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

Make/Model	- BOEING 727-225A	Eng Make/Model	- P & W JT8D-15	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 183000	Engine Type	- TURBOFAN		
No. of Seats	- 157	Rated Power	- 15500 LBS THRUST		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- COMPANY	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	SAME AS ACC/INC	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	DENVER, CO	MIAMI INTL
Wind Dir/Speed	- 320/003 KTS	ATC/Airspace	Runway Ident - 09R
Visibility	- 7.0 SM	Type of Flight Plan	- IFR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR
Lowest Ceiling	- NONE	Type Apch/Lndg	- ILS-COMPLETE
Obstructions to Vision	- NONE		STRAIGHT-IN
Precipitation	- NONE		
Condition of Light	- NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 9011	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 3	Make/Model - 6954	Last 30 Days - UNK/NR
	Aircraft Type - B727	Instrument - UNK/NR	Last 90 Days - 191
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTING MIAMI & CLIMBING THROUGH 10,900 FT THE #3 RIGHT MAIN LANDING GEAR TIRE EXPLODED CAUSING MASSIVE DAMAGE TO SYSTEMS A & B HYDRAULIC LINES WHICH RESULTED IN A LOSS OF A & B HYDRAULIC SYSTEMS. THE ACFT RETURNED TO MIAMI & THE CREW WAS UNABLE TO EXTEND THE RIGHT MAIN LANDING GEAR USING EMERGENCY MANUAL EXTENSION PROCEDURES. AFTER LANDING WITH THE RIGHT MAIN GEAR RETRACTED, THE LEFT MAIN & NOSE GEAR COLLAPSED & SEPARATED. MASSIVE PLY SEPARATIONS WERE FOUND IN THE #3 TIRE STARTING AT THE TOE BEAD, DOWN THE SIDEWALL & EXTENDING CIRCUMFERENTIALLY AROUND THE CROWN OF THE TIRE AT THE 10TH TO 13TH PLY LAYERS. INSP OF THE SITE WHERE THE SEPARATION MET THE BEAD BUNDLES REVEALED A LOCATION WHERE THE BEAD SEAT HAD BEEN SANDED & SMOOTHED. THE ABRASION HAD REMOVED THE OUTER CHAFER STRIP, SEVERAL COVER PLIES, & HAD EXPOSED THE PLIES COVERING THE TOE BEAD. THE BEAD SEAT, AS WELL AS THE CORDS WRAPPED AROUND THE TOE BEAD, HAD ALSO BEEN SUBJECTED TO EXCESSIVE HEAT FOR AN EXTENDED PERIOD OF TIME CAUSING SEVERE DETERIORATION OF THE BEAD SEAT AREA.

Brief of Accident (Continued)

File No. - 3323

11/11/83

MIAMI,FL

A/C Reg. No. N812EA

Time (Lc1) - 2100 EST

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

Finding(s)

1. LANDING GEAR,TIRE - PREVIOUS DAMAGE
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. LANDING GEAR,TIRE - OVERTEMPERATURE
4. LANDING GEAR,TIRE - EXPLODED
5. HYDRAULIC SYSTEM,LINE - FAILURE,PARTIAL
6. FLUID,HYDRAULIC - EXHAUSTION
7. HYDRAULIC SYSTEM - DISABLED
8. EMERGENCY PROCEDURE - POOR -

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

Occurrence #3 OTHER GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. HYDRAULIC SYSTEM - NO PRESSURE
10. DOOR,LANDING GEAR - MOVEMENT RESTRICTED
11. GEAR EXTENSION - NOT POSSIBLE -
12. LANDING GEAR,MAIN GEAR - OVERLOAD
13. LANDING GEAR,NOSE GEAR - OVERLOAD

----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3202 11/28/83 KATHLEEN,FL A/C Reg. No. N9094P Time (Lcl) - 1645 EST

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

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

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

Make/Model - PIPER PA-24-260	Eng Make/Model - LYCOMING IO-540-D4A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DALLAS, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WINTER HAVEN, FL	Runway Ident - N/A
Wind Dir/Speed- 240/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - UNK/NR	Runway Surface - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1395
SE LAND	Months Since - 1	Last 24 Hrs - 8
	Aircraft Type - PA-24	Make/Model- 25
		Last 30 Days- 25
		Instrument- 5
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED IN A SWAMPY AREA IN A FAST DIVE WHICH SEPARATED ABOUT 6 FT OF THE LEFT WING. THE ACFT WAS BEING VECTORED ON RADAR WHEN IT SUDDENLY BEGAN TO STEER ERRATICALLY AND GO OFF THE RADAR SCOPE. THE PLT HAD RADIOED THAT HE "MUST HAVE GONE OVER SOME ELECTRONIC INTERFERENCE THAT TUMBLED MY GYROS AND SCREWED UP MY COMPASS". HIS INSTRUMENTS WERE NOT ELECTRONIC BUT VACUUM OPERATED FROM THE ENGINE DRIVEN PUMP. DISASSEMBLY OF THE PUMP AFTER THE ACCIDENT SHOWED NO EVIDENCE OF PREIMPACT FAILURE. THE FORECAST FOR THE AREA WAS 2000 TO 3000 BROKEN WITH OVERCAST OCCASIONALLY BELOW 1000 FT WITH RAIN SHOWERS AND FOG. THE LAKELAND, FL 1650 WX OBSERVATION REPORTED RAIN SHOWERS NORTH. LAKELAND IS 10 MI SOUTH OF THE CRASH SITE.

Brief of Accident (Continued)

File No. - 3202

11/28/83

KATHLEEN,FL

A/C Reg. No. N9094P

Time (Lc1) - 1645 EST

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

Finding(s)

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

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

Finding(s)

3. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
-

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. WING - OVERLOAD
 6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

Occurrence #4 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) 2,3,4,6

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

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)	Aircraft Damage				
	DESTROYED		Fatal	Serious	Minor
Type of Operation -PERSONAL	Fire	Crew	2	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -LANDING					None

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

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320-TC274	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CEDAR KEY, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CLEARWATER, FL	Runway Ident - N/A
Wind Dir/Speed- 040/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 43	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 75
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO TREES DURING A NIGHT FORCED LANDING AFTER THE ENGINE QUIT. THE SURVIVING PASSENGER SAID HE HAD MET THE TWO PLTS 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 (Lc1) - 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

File No. - 3255 6/15/83 ARLINGTON, GA A/C Reg. No. N30878 Time (Lc1) - 1745 EDT

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

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

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

Make/Model - AYRES CORPORATION S-2R	Eng Make/Model - WRIGHT R-1820-97	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 10000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 1200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ARLINGTON
Wind Dir/Speed- 220/007 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 60
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2331
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 6
	Aircraft Type - 310	Make/Model- 522
		Instrument- UNK/NR
		Multi-Eng - 325
		Last 30 Days- UNK/NR
		Last 90 Days- 70
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF ROLL, THE ACFT HAD NEARLY REACHED ITS LIFT-OFF SPEED WHEN THE ENG BACKFIRED. THE PLT SHUT DOWN THE ENG, DUMPED THE CHEMICALS & STOPPED ON THE RWY. HE THEN EXITED THE ACFT. AS HE WALKED AROUND THE ACFT, HE SMELLED A STRONG ODOR OF FUEL. HE OPENED THE COWLING TO INSPECT THE ENG & A BLAZE BROKE OUT. THE ACFT WAS SUBSEQUENTLY DESTROYED BY FIRE. DUE TO THE TOTAL DESTRUCTION, THE MALFUNCTION OR FAILURE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 3255

6/15/83

ARLINGTON, GA

A/C Reg. No. N30878

Time (Lc1) - 1745 EDT

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

Finding(s)

1. UNDETERMINED
-

Occurrence #2 FIRE
Phase of Operation STANDING - ENGINE(S) NOT OPERATING

Finding(s)

2. FLUID, FUEL - LEAK
 3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3289 7/11/83 LONG BEACH,GA A/C Reg. No. N6554S Time (Lc1) - 1810 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DAUGHERTY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 25L
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5420/ 150
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 10
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 10
		Last 30 Days- 9
		Instrument- 0
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TURNING DOWNWIND IN A CLOSED PATTERN THE ENG LOST POWER. THE ACFT CRASH LANDED IN A RESIDENTIAL STREET & STRUCK POWER LINES & POLES. A PORTION OF THE SPONGE MATERIAL ATTACHED TO THE CARBURETOR INLET SCREEN HAD BECOME DETACHED & LODGED IN THE THROAT OF THE CARBURETOR.

Brief of Accident (Continued)

File No. - 3289

7/11/83

LONG BEACH, GA

A/C Reg. No. N6554S

Time (Lc1) - 1810 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

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

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)

3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3256 8/24/83 LEXINGTON,GA A/C Reg. No. N2490P Time (Lc1) - 0945 T

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HAMPTON,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MONROE,NC	Runway Ident - N/A
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 1700
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - 500
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A CABLE PATROL/AERIAL OBSERVATION MISSION. WHILE PATROLLING, HE MISSED A TURN IN THE CABLE ROUTE & TURN TO RELOCATE IT. AFTER RELOCATING THE ROUTE, HE LOOKED BACK TO OBSERVE A PORTION THAT HE HAD MISSED & SAW A LOGGING OPERATION. THE PLT TURNED AGAIN TO BETTER OBSERVE THE ACTIVITY, THEN STARTED TO REPORT ITS LOCATION BY USING A HAND HELD RADIO. HE THEN DIVERTED HIS ATTENTION TO A SHEET OF PAPER IN THE RIGHT SEAT TO OBTAIN THE PROPER FREQUENCY NUMBER. WHEN HE LOOKED UP, HE SAW A BIG TREE, JUST BEFORE IMPACT. THE LEFT WING OF THE ACFT HIT THE TREE, THEN THE ACFT CRASHED & BURNED. THE ACFT WAS A BACKUP PLANE & DID NOT HAVE PANEL MOUNTED AIR-TO-GROUND RADIOS FOR CABLE PATROL REPORTING.

Brief of Accident (Continued)

File No. - 3256

8/24/83

LEXINGTON,GA

A/C Reg. No. N2490P

Time (Lcl) - 0945 T

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

Finding(s)

1. WEATHER CONDITION - TREE(S)
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3347 8/31/83 CORWITH,IA A/C Reg. No. N173HA Time (Lcl) - 1645 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Injuries			
Type of Operation -FERRY	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	1	0
Accident Occurred During -CRUISE		Pass 0	0	0	0

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

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 305 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	GARNER,IA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	FONDA,IA	Runway Ident - N/A
Wind Dir/Speed- 070/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5623
SE LAND	Months Since - 20	Make/Model- 1800
HELICOPTER	Aircraft Type - UH-12E	Instrument- 1
		Multi-Eng - 5
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 391
		Rotorcraft - 3079

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE EN ROUTE, THE PLT HEARD A CLANKING NOISE BEHIND HIM WHICH WAS FOLLOWED BY A SEVERE VIBRATION OF THE FLT CONTROLS. HE INITIATED AN AUTOROTATIVE DESCENT FROM 3000 FT. HE SAID THE HELICOPTER BEGAN TO ROLL LEFT, THEN RIGHTED ITSELF. THE HELICOPTER TOUCHED DOWN WITH A FORWARD SPEED OF ABOUT 50 MPH, THEN ROLLED & WAS DESTROYED. AN INVESTIGATION REVEALED THAT THE CONTROL ROTOR CUFF, PN 36124-3, HAD FAILED FROM FATIGUE.

Brief of Accident (Continued)

File No. - 3347

8/31/83

CORWITH,IA

A/C Reg. No. N173HA

Time (Lc1) - 1645 CDT

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

Finding(s)

1. ROTOR SYSTEM,MAIN ROTOR BLADE CUFF - FATIGUE
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3307 1/03/83 HAILEY, ID A/C Reg. No. N805C Time (Lcl) - 0905 MST

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

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

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

Make/Model - CANADAIR CL-600-1A11	Eng Make/Model - LYCOMING ALF-502-L2	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - .YES
Max Gross Wt - 40400	Engine Type - TURBOFAN	
No. of Seats - 9	Rated Power - 7500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DECATOR, IL	
Completeness - PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	FRIEDMAN MEMOR., ID	FRIEDMAN MEMORIAL
Wind Dir/Speed- 340/004 KTS	ATC/Airspace	Runway Ident - 31
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 6600/ 100
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - DRY
Obstructions to Vision- NONE	VALLEY/TERRAIN FOLLOWING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 19239
SE LAND, ME LAND	Months Since - 4	Make/Model- 57
	Aircraft Type - UNK/NR	Instrument- 585
		Multi-Eng - 18000
		Last 24 Hrs - 3
		Last 30 Days- 21
		Last 90 Days- 113

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO THE SIDE OF A MOUNTAIN RIDGE DURING A VFR ATTEMPT TO LAND AT AN ARPT WITH NO INSTRUMENT APPROACH. THE MOUNTAIN RIDGE WAS OBTURED BY BROKEN CLOUDS. THE PLT HAD CANCELLED HIS IFR CLEARANCE, & DURING THE DESCENT TO THE ARPT, HE HAD DESCENDED BELOW CLOUDS NEAR THE ARPT WITH CLOUDS STILL OBTURING SOME OF THE TERRAIN. ONE MILE VISIBILITY WAS A REQUIREMENT FOR THE VFR APPROACH. ACCORDING TO WITNESS STATEMENTS, THE ACFT CONTINUED TO REMAIN BELOW THE CLOUDS & THE PLT CONTINUED THE APPROACH EVEN THOUGH HE WAS NOT PROPERLY POSITIONED TO MAKE A SUCCESSFUL LANDING. THE PLT HAD A PARTIAL OCCLUSION OF A CORONARY ARTERY, BUT ITS RELATIONSHIP TO THE ACCIDENT WAS NOT DETERMINED. THE ACFT IMPACTED AT ABOUT 6250 FT MSL. THE FIELD ELEVATION IS 5315 FT MSL. THE ACCIDENT SITE WAS ABOUT 2 1/2 MI FROM THE ARPT. THE ARPT WAS LOCATED IN A MOUNTAIN VALLEY ABOUT 1 TO 1.25 MI WIDE. ALSO, THE ARPT & SURROUNDING TERRAIN WERE COVERED WITH SNOW.

Brief of Accident (Continued)

File No. - 3307

1/03/83

HAILEY, ID

A/C Reg. No. N805C

Time (Lc1) - 0905 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - HIGH TERRAIN
 3. WEATHER CONDITION - CLOUDS
 4. WEATHER CONDITION - LOW CEILING
 5. VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 7. TERRAIN CONDITION - SNOW COVERED
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3367 3/10/83 HUNTLEY, IL A/C Reg. No. N2558S Time (Lc1) - 1400 CST

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

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

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

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL TSIO520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3812	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point LEXINGTON, KY	ON AIRPORT
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	HUNTLEY
Basic Weather - IMC	ATC/Airspace	Runway Ident - 31
Wind Dir/Speed- 360/015 KTS	Type of Flight Plan - IFR	Runway Lth/Wid - 3150/ 50
Visibility - 3.000 SM	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Sky/Clouds -	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Ceiling - 1400 FT OVERCAST		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 480
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - C-210	Make/Model- 106
		Last 30 Days- UNK/NR
		Instrument- 61
		Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED HE WAS AWARE OF THE CROSS WIND SO HE USED ONLY 10 DEGREES OF FLAPS. THE ACFT BEGAN TO DRIFT WHILE LANDING ON RUNWAY 31. THE PILOT SAID HE WAS HOLDING 80 KTS ON APPROACH AND AS HE STARTED TO FLARE THE ACFT TOUCHED DOWN HARD ON THE RT MAIN GEAR AND BOUNCED. THE WIND BLEW THE ACFT LEFT OFF THE RUNWAY WHERE IT LANDED HARD ON THE LEFT GEAR AND NOSED OVER.

Brief of Accident (Continued)

File No. - 3367

3/10/83

HUNTLEY,IL

A/C Reg. No. N2558S

Time (Lcl) - 1400 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident 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. - 3356 9/14/83 CHICAGO,IL A/C Reg. No. N521AC Time (Lcl) - 1823 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal				
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	3	1
Accident Occurred During -LANDING						

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

Make/Model - SIKORSKY S-76A	Eng Make/Model - ALLISON 250-C30	ELT Installed/Activated - YES/YES
Landing Gear - EMERGENCY FLOAT	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 10000	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 969 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHICAGO,IL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	GRAND RAPIDS,MI	Runway Ident - N/A
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 3730
SE LAND,ME LAND	Months Since - 18	Make/Model- 220
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 92
		Multi-Eng - 47
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 2749

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE CRUISING AT 2000 FT MSL & 150 KTS, THE CREW HEARD A LOUD NOISE, AND SIMULTANEOUSLY, THE HELICOPTER YAWED APRX 30 TO 40 DEG TO THE RIGHT & PITCHED NOSE DOWN. THE AIRCREW BEGAN AN AUTOROTATION & ACTIVATED THE EMERGENCY FLOATS. THE HELICOPTER CONTINUED IN A RIGHT DESCENDING TURN DURING THE AUTOROTATION. TOUCHDOWN IN THE WATER (LAKE MICHIGAN) OCCURRED WITH A FORWARD SPEED OF ABOUT 40 TO 50 KTS. AFTER CONTACTING THE WATER, THE HELICOPTER TURNED AN ADDITIONAL 180 DEG, THEN LISTED ABOUT 10 DEG TO THE LEFT. THE OCCUPANTS DONNED THEIR LIFE VESTS & EXITED THE HELICOPTER. ABOUT 11 TO 13 MINUTES AFTER LANDING, THE ACFT ROLLED OVER IN THE WATER & EVENTUALLY SUNK. THE OCCUPANTS WERE RESCUED BEFORE THE HELICOPTER SANK. AN INVESTIGATION REVEALED THAT THE LEFT SIDE TAIL ROTOR CABLE, PN 76400-03191-043, HAD FAILED WHERE IT HAD BEEN RUBBING. THE RUBBING WAS ATTRIBUTED TO INCORRECT ROUTING OF THE CABLE.

Brief of Accident (Continued)

File No. - 3356

9/14/83

CHICAGO.IL

A/C Reg. No. N521AC

Time (Lc1) - 1823 CDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CABLE - CHAFED
 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PNL
 3. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CABLE - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

Occurrence #4 ROLL OVER
Phase of Operation STANDING

Finding(s)

5. LANDING GEAR, FLOAT ASSEMBLY - OVERLOAD
-

----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. - 3344 9/25/83 BETHANY, IL A/C Reg. No. N8236U Time (Lc1) - 2055 CDT

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

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D36	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OELWEIN, IA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	TERRE HAUTE, IN	Runway Ident - N/A
Wind Dir/Speed- 200/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1500 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 170
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28	Make/Model- 117
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO THIS FLT, THE PLT HAD CONTACTED A FSS & INQUIRED ABOUT THE WX. HE WAS ADVISED THAT VFR FLT TO TERRE HAUTE, IN, WAS NOT RECOMMENDED. HE TOOK OFF AT ABOUT 1830 CDT. THE PLT AGAIN CONTACTED THE FSS & INQUIRED ABOUT THE WX AT BURLINGTON, IA & SPRINGFIELD, IL (A PROBABLE ROUTE TO AVOID CONGESTED TRAFFIC IN THE CHICAGO, IL AREA). REPORTEDLY, THE WX IN THE BURLINGTON AREA WAS ACCEPTABLE, BUT THE PLT WAS AGAIN ADVISED THAT FLT TO TERRA HAUTE WAS NOT RECOMMENDED. THIS WAS THE LAST KNOWN RADIO CONTACT WITH THE ACFT. JUST PRIOR TO THE ACCIDENT, WITNESSES HEARD THE ACFT. ONE WITNESS HEARD THE ENG "REV UP" & THEN SAW A BLINKING LIGHT, JUST BEFORE THE PLANE CRASHED. AN EXAM REVEALED THAT THE ACFT HAD SEPARATED IN FLT. THE R STABILIZER, LOWER HALF OF THE TAIL CONE, FORWARD SECTION OF THE VERTICAL STABILIZER, L FLAP & L WING WERE FOUND ABOUT 1 TO 1 1/2 MI FROM THE MAIN WRECKAGE. NO PRE-ACCIDENT PART FAILURE OR MALFUNCTION WAS FOUND. THE PLT HAD LOGGED 1 HR OF NIGHT TIME IN THE PRECEEDING 90 DAYS, BUT HAD NOT LOGGED NGT LNDGS DRG THAT TIME.

Brief of Accident (Continued)

File No. - 3344

9/25/83

BETHANY,IL

A/C Reg. No. N8236U

Time (Lc1) - 2055 CDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
 4. WEATHER CONDITION - CLOUDS
 5. WEATHER CONDITION - LOW CEILING
 6. WEATHER CONDITION - RAIN
 7. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 8. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 9. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
-

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

Finding(s)

10. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 11. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
 12. DESCENT - UNCONTROLLED -
-

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

13. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 14. FLIGHT CONTROL,STABILATOR SURFACE - OVERLOAD
 15. FLIGHT CONTROL,STABILATOR SURFACE - SEPARATION
 16. WING - OVERLOAD
 17. WING - SEPARATION
-

Occurrence #4 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) 7,10,11,13

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3352 10/11/83 PINCKNEYVILLE, IL A/C Reg. No. N748LL Time (Lc1) - 2053 CDT

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

Type Operating Certificate	-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage		Injuries				
Name of Carrier	-AIR ILLINOIS, INC	DESTROYED		Fatal	Serious	Minor	None	
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	3	0	0	0	
Flight Conducted Under	-14 CFR 121	NONE	Pass	7	0	0	0	
Accident Occurred During	-DESCENT							

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

Make/Model	- HAWKER SIDDELEY HS-748-2A	Eng Make/Model	- ROLLS ROYCE RDA-7, MK535-2	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 64500	Engine Type	- TURBOPROP		
No. of Seats	- 61	Rated Power	- 2238 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	SPRINGFIELD, IL			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- IMC	CARBONDALE, IL		Runway Ident	- N/A
Wind Dir/Speed	- 180/010 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 1.000 SM	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	- 2000 FT	Type of Clearance	- IFR	Runway Status	- N/A
Lowest Ceiling	- 2000 FT OVERCAST	Type Apch/Lndg	- UNK/NR		
Obstructions to Vision	- UNK/NR				
Precipitation	- RAIN SHOWERS				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 5891	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 3	Make/Model - 3170	Last 30 Days - 81
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 261
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 1.5 MIN AFTER DEPARTING SPRINGFIELD, IL, THE FLTCREW REPORTED A SLIGHT ELECTRICAL PROBLEM, BUT THEY CONTINUED ON COURSE. ABOUT 33 MIN LATER & A FEW MIN BEFORE THE ACFT SHOULD HAVE REACHED ITS DESTINATION, THE ACFT CRASHED. IMPACT OCCURRED WHILE THE ACFT WAS DESCENDING IN A RIGHT WING LOW ATTITUDE. BEFORE CRASHING, THE PLANE'S HEADING HAD CHANGED ABOUT 180 DEG. A CVR TRANSCRIPT REVEALED THE L GENERATOR (GEN) HAD FAILED AFTER TAKEOFF & THE 1ST OFFICER HAD MISTAKENLY ISOLATED THE R GEN. ATTEMPTS TO RESTORE THE R GEN WERE UNSUCCESSFUL. THE CAPTAIN ELECTED TO CONTINUE TO THE DESTINATION RATHER THAN RETURN TO THE NEARBY DEPT ARPT. THE CLD BASES WERE AT 2000' MSL, BUT ATC COULD NOT PROVIDE AN IFR CLNC BELOW 3000 FT. JUST BEFORE CRASHING, THE CREW INDICATED A TOTAL LOSS OF ELECTRICAL POWER. THE L GEN DRIVE SHAFT HAD SHEARED. THE REASON FOR THE R GEN NOT TO RESET WAS NOT DETERMINED. THERE WAS EVIDENCE THAT RECURRENT FLTCREW TRAINING DID NOT PREPARE THE CREW TO UNDERSTAND & COPE WITH THE ELEC PROBLEM & THAT FAA SURVEILLANCE DID NOT DETECT THE TRNG DEFICIENCY.

Brief of Accident (Continued)

File No. - 3352

10/11/83

PINCKNEYVILLE,IL

A/C Reg. No. N748LL

Time (Lc1) - 2053 CDT

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

Finding(s)

1. ELECTRICAL SYSTEM,GENERATOR - FAILURE,PARTIAL
 2. ELECTRICAL SYSTEM,GENERATOR - SWITCHED OFF
 3. ELECTRICAL SYSTEM,GENERATOR - FAILURE,TOTAL
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
 6. IMPROPER DECISION,INADEQUATE RECURRENT TRAINING - COMPANY/OPERATOR MGMT
 7. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
 8. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
 9. ELECTRICAL SYSTEM,BATTERY - EXHAUSTION
 10. ELECTRICAL SYSTEM - INOPERATIVE
 11. FLIGHT/NAV INSTRUMENTS - INOPERATIVE
-

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

Finding(s)

12. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
 13. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - 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) 4,13

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3320 10/27/83 SUGAR GROVE, IL A/C Reg. No. N99555 Time (Lc1) - 1722 CST

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

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

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

Make/Model - POPELKA BD-5	Eng Make/Model - HONDA EB-2	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 850	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SANDWICH, IL	OFF AIRPORT/STRIP
Method - N/A	Destination SUGAR GROVE, IL	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- 220/015 KTS	Type of Clearance - NONE	Runway Surface - MACADAM
Visibility - 15.0 SM	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Lowest Sky/Clouds - 25000 FT SCATTERED		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5000
SE LAND, ME LAND	Months Since - 1	Make/Model- 1
	Aircraft Type - AC21	Instrument- 150
		Multi-Eng - 3000
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD RECEIVED AN INSPECTION ON 9/8/83, BEFORE IT WAS DISASSEMBLED & TRANSPORTED FROM CALIFORNIA TO ILLINOIS. ON 10/27/83, THE PLT TOOK OFF ON A FLT FROM SANDWICH TO AURORA, IL. WHILE ON A FINAL APCH TO LAND AT AURORA, AFTER A THROTTLE REDUCTION, THE ENG CEASED OPERATING. ATTEMPTS TO RESTART THE ENG WERE UNSUCCESSFUL, SO THE PLT LANDED ON A ROAD. DURING THE LANDING ROLL, THE PLT WAS UNABLE TO KEEP THE ACFT ON THE ROAD DUE TO A BEND IN THE ROAD. SUBSEQUENTLY, THE ACFT CROSSED A CURB & STRUCK A MAIL BOX. AN INVESTIGATION REVEALED SEVERAL DISCREPANCIES CONCERNING THE CARBURETOR. THESE INCLUDED A WRONG SIZE OF THE INLET FITTING, PRIMARY VENTURI OUT OF POSITION, MAIN FUEL DISCHARGE NOZZLE BENT, MAIN JET OVERSIZED, & A LEAKY GASKET.

Brief of Accident (Continued)

File No. - 3320

10/27/83

SUGAR GROVE,IL

A/C Reg. No. N99555

Time (Lc1) - 1722 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM,CARBURETOR - INCORRECT
2. MAINTENANCE,INSTALLATION - IMPROPER -

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

----Probable Cause-----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3283 10/24/83 NEWARK, IN A/C Reg. No. N7144U Time (Lc1) - 1545 EST

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

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

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

Make/Model - MOONEY M20E	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LEBANON, TN	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	INDIANAPOLIS, IN	Runway Ident - N/A
Wind Dir/Speed- 340/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .750 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 3673
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD BEEN RECENTLY PURCHASED BY THE PLT & THIS WAS THE 2ND LEG OF A 3 LEG TRIP WHICH HAD ORIGINALLY DEPARTED HICKORY, NC. TWO WITNESSES LOCATED ABOUT 5 MI SSE OF THE ACCIDENT SITE OBSERVED THE ACFT. ONE WITNESS STATED THE VISIBILITY WAS LESS THAN 1 MI & THERE WAS LOW CLOUD COVER IN THE ENTIRE AREA. THE ACFT WAS OBSERVED FLYING STRAIGHT & LEVEL 400-600 FT AGL. THE ACFT SUBSEQUENTLY STRUCK A RIDGE LINE.

Brief of Accident (Continued)

File No. - 3283

10/24/83

NEWARK, IN

A/C Reg. No. N7144U

Time (Lc1) - 1545 EST

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

Finding(s)

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

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3322 9/29/83 WICHITA,KS A/C Reg. No. N7277R Time (Lcl) - 1720 CDT

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

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

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

Make/Model - BEECH 60	Eng Make/Model - LYCOMING TIO-541-E1C4	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6725	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 380 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	GRAND RAPIDS,MI	BEECH FACTORY
Wind Dir/Speed- 180/017 KTS		Runway Ident - 18
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3600
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 1	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 60
		Instrument- 55
		Last 30 Days- UNK/NR
		Last 90 Days- 153
		Multi-Eng - 600
		Rotorcraft - 1600

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE LEFT ENG BEGAN TO PROGRESSIVELY LOSE POWER & WAS SHUT DOWN. THE AIRCREW NOTIFIED BEECH TOWER OF THE PROBLEM & REPORTED THEY WOULD LIKE TO RETURN & LAND. THE ACFT WAS OBSERVED ON FINAL APCH TO RWY 18 WITH THE GEAR EXTENDED & THE LEFT PROP STOPPED. BEFORE LANDING, THE ACFT BEGAN VEERING TO THE LEFT. IT CROSSED OVER THE END OF THE ARPT AT ABOUT 40 FT AGL & 300 FT LEFT (EAST) OF THE RWY. THE LEFT WING & NOSE DROPPED & THE ACFT IMPACTED THE RAMP, LEFT WING 1ST. THE ACFT THEN SKIDDED ACROSS THE RAMP ON A HEADING OF 160 DEG & COLLIDED WITH & DAMAGED 3 OTHER ACFT; A BEECH F33A, N1833S; ANOTHER BEECH 60, N6747D; & A BEECH 58, N5800B. AN INVESTIGATION REVEALED THAT THE #2 EXHAUST VALVE LIFTER HAD BECOME FLAT & THE #2 EXHAUST VALVE HAD FAILED FROM FATIGUE.

Brief of Accident (Continued)

File No. - 3322

9/29/83

WICHITA,KS

A/C Reg. No. N7277R

Time (Lc1) - 1720 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY,VALVE - OTHER
 2. ENGINE ASSEMBLY,VALVE - FATIGUE
 3. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
 4. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 6. AIRSPEED(VMC) - 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) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3245 6/14/83 VILLE PLATTE, LA A/C Reg. No. N4025P Time (Lc1) - 0710 CDT

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

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

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

Make/Model - AYRES S2R-1820	Eng Make/Model - WRIGHT R1820	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES	
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 1200 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - 18
Wind Dir/Speed- 135/002 KTS	ATC/Airspace	Runway Lth/Wid - 1650 -UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7500
SE LAND	Months Since - 7	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 206

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DIRT LEVEE DURING TAKEOFF AFTER AN ENGINE MALFUNCTION. ACCORDING TO THE PLT HE EXPERIENCED A POWER FAILURE AT LIFTOFF. HE DUMPED HIS SPRAY LOAD AND APPLIED BRAKES. THE ENGINE REGAINED PARTIAL POWER AND FAILED AGAIN. AT ABOUT 60 MPH AND 300 FT OFF THE DEPARTURE END OF THE RWY THE ACFT HIT A 2 FT HIGH LEVEL. POST ACCIDENT ENGINE DISASSEMBLY REVEALED NO DIFFICULTIES TO CAUSE A POWER LOSS OR ENGINE FAILURE. LATER INSPECTION OF THE CARBURETOR REVEALED A SMALL AMOUNT OF WATER IN THE IDLE SECTION. IT WAS NOT POSSIBLE TO DETERMINE IF SUFFICIENT WATER WAS INGESTED TO CAUSE ENGINE FAILURE OR TO SIMPLY RESULT IN A LEANER THAN NORMAL FUEL MIXTURE.

Brief of Accident (Continued)

File No. - 3245

6/14/83

VILLE PLATTE, LA

A/C Reg. No. N4025P

Time (Lc1) - 0710 CDT

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

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3244 7/13/83 CAMERON, LA A/C Reg. No. N406EH Time (Lcl) - 1926 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -MAINT. TEST	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	0

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

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250-C28B	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4150	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 435 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point CAMERON, LA	OFF AIRPORT/STRIP
Method - N/A	Destination	Airport Data
Completeness - N/A	LOCAL	Runway Ident - N/A
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - N/A
Wind Dir/Speed- 160/020 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 7.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 1500 FT SCATTERED	Type Apch/Lndg - FORCED LANDING	
Lowest Ceiling - 25000 FT OVERCAST		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4620
HELICOPTER	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 160
		Instrument- 431
		Last 30 Days- UNK/NR
		Last 90 Days- 120
		Rotorcraft - 4620

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER ROCKED AND SEVERED THE TAIL BOOM DURING AN OFF ARPT FORCED AUTOROTATION LANDING. THIS ACFT HAD A HISTORY OF ENGINE SURGES AND TOT FLUCTUATIONS. CHANGES HAD BEEN MADE TO TRY TO CORRECT THE PROBLEM. DURING THIS FLT THE ENGINE QUIT ENTIRELY. THE ENGINE WAS DISASSEMBLED AND REBUILT. NOTHING WAS FOUND TO INDICATE A CAUSE FOR ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 3244

7/13/83

CAMERON, LA

A/C Reg. No. N406EH

Time (Lcl) - 1926 CDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3230 7/27/83 VENICE, LA A/C Reg. No. N2268X Time (Lc1) - 1750 CDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-PETROLEUM HELICOPTERS INC			Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Accident Occurred During	-LANDING						

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20J	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT			
No. of Seats	- 5	Rated Power	- 317 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A		SOUTH PASS 62B, GM		
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC		SOUTH PASS 62A, GM	VENICE	
Wind Dir/Speed	- 250/008 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 7.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 1000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- UNK/NR
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2283	Last 24 Hrs - 5
HELICOPTER	Months Since - 7	Make/Model - 699	Last 30 Days - UNK/NR
	Aircraft Type - 206	Instrument - 62	Last 90 Days - 160
			Rotorcraft - 2256

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT LANDED HARD DURING AN AUTOROTATION LANDING. THE PLT SAID HE COULD NOT CONTROL THE ENGINE RPM WITH RPM SWITCH ON THE COLLECTIVE OR THE MANUAL THROTTLE CONTROL. N2 TENDED TO GO OVER 100 PERCENT. THE PLT NOTIFIED HIS COMPANY AND PLANNED FOR AN AUTOROTATION ON A GRASS STRIP. THE PLT STATED THAT HE ROLLED OFF THROTTLE AT 2100 FT AGL AND 110 KTS. AT ABOUT 10 FT AGL WITH FULL RIGHT PEDAL APPLIED THE ACFT CONTINUED YAWING LEFT AND IMPACTED THE GROUND. A HIGH SIDE GOVERNOR FAILURE WAS SUSPECTED BY THE OPERATOR TO BE THE CAUSE OF THE PLTS INABILITY TO CONTROL N2 RPM. POST ACCIDENT INSPECTION FAILED TO REVEAL ANY MALFUNCTIONS. THE ACFT WAS REPAIRED AND RETURNED TO SERVICE.

Brief of Accident (Continued)

File No. - 3230

7/27/83

VENICE, LA

A/C Reg. No. N2268X

Time (Lcl) - 1750 CDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. AUTOROTATION - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3207 8/06/83 JENNINGS,LA A/C Reg. No. N7396 Time (Lcl) - 1730 CDT

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

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

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P & W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JENNINGS,LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 045/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 25000
SE LAND	Months Since - 3	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 10000
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE QUIT SHORTLY AFTER TAKEOFF. THE MAIN LANDING GEAR MIRED IN SOFT PLOWED EARTH AND THE ACFT NOSED OVER DURING LANDING. THE TAKEOFF GROSS WEIGHT WAS 5290 LBS. AFTER THE ACCIDENT THE ENGINE TEAR DOWN REVEALED AN INOPERATIVE MAGNETO (LEFT) AND WORN SPARK PLUGS. THE ACFT WAS ALSO FUELED WTH AUTOMOBILE GASOLINE.

Brief of Accident (Continued)

File No. - 3207

8/06/83

JENNINGS, LA

A/C Reg. No. N7396

Time (Lc1) - 1730 CDT

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - INOPERATIVE
 2. IGNITION SYSTEM, SPARK PLUG - WORN
 3. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
 4. FLUID, FUEL GRADE - IMPROPER
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

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

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

----Aircraft Information----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ALEXANDRIA, LA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CRESTVIEW, FL	Runway Ident - N/A
Wind Dir/Speed- 280/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 700 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 700 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 209
SE LAND	Months Since - UNK/NR	Make/Model- 5
	Aircraft Type - PA-28	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 5

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 PLATTE, LA

A/C Reg. No. N21537

Time (Lc1) - 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

File No. - 3239 8/25/83 ADDIS,LA A/C Reg. No. N4348S Time (Lc1) - 1430 CDT

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

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

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

Make/Model - AIR TRACTOR AT-301	Eng Make/Model - P & W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EUNICE,LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 863
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 172
		Instrument- 54
		Last 30 Days- UNK/NR
		Last 90 Days- 172

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING IN A PLOWED FIELD AFTER COLLIDING WITH A LOW HANGING TRANSMISSION WIRE OVER A FIELD BEING SPRAYED. THE PLT APPLIED FULL POWER AFTER THE COLLISION BUT A DAMAGED AND LOCKED UP ELEVATOR CAUSED EXCURSIONS OF CLIMBING, STALLING AND DIVING UNTIL THE PILOT WAS ABLE TO CHOP POWER, ADD FLAPS AND LAND AT THE BOTTOM OF ONE OF THESE MANEUVERS. THE ACFT NOSED OVER DUE TO THE SOFT PLOWED FIELD.

Brief of Accident (Continued)

File No. - 3239

8/25/83

ADDIS,LA

A/C Reg. No. N4348S

Time (Lc1) - 1430 CDT

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

Finding(s)

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

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3238 8/27/83 LAKE CHARLES, LA A/C Reg. No. N8448H Time (Lc1) - 1700 CDT

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

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

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

Make/Model - PIPER PA-28RT-201T	Eng Make/Model - CONTINENTAL TS10-360-FB	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ALEXANDRIA, LA	ON AIRPORT
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	MCFILLEN
Basic Weather - VMC	ATC/Airspace	Runway Ident - 17
Wind Dir/Speed- 210/004 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 25
Visibility - 8.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 2500 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Lowest Ceiling - 25000 FT BROKEN	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 225
SE LAND	Months Since - 8	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 159
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES ABOUT 50 FT OFF THE RIGHT SIDE OF THE RWY AFTER THE LEFT BRAKE FAILED DURING HARD BRAKE INTERMITTENT APPLICATIONS. FAILURE TO RELEASE THE RIGHT BRAKE IN A TIMELY FASHION CAUSED THE ACFT TO SWERVE TO THE RIGHT AND OFF THE RWY. THE PLT THEN APPLIED FULL POWER WHILE SLIDING IN WET SOFT TERRAIN IN AN EFFORT TO FLY OVER THE SMALL TREES IN HIS PATH. REALIZING THERE WAS NOT ENOUGH ROOM HE REDUCED POWER JUST PRIOR TO TREE CONTACT. THE OPERATOR REPORTED THAT A NEOPRENE "O" RING ON THE LEFT BRAKE WAS FOUND SPLIT RESULTING IN LOSS OF BRAKE FLUID AND BRAKE FAILURE. FURTHER EXAMINATION REVEALED THAT ONE OF THE LEFT BRAKE PUCKS WAS EXCESSIVELY WORN. HARD BRAKE APPLICATION FORCED THIS "O" RING OUT OF PLACE BECAUSE OF THE WORN PUCK. FURTHER BRAKE APPLICATION CAUSED THE "O" RING TO BE PINCHED AND LOSE BRAKE FLUID.

Brief of Accident (Continued)

File No. - 3238

8/27/83

LAKE CHARLES, LA

A/C Reg. No. N8448H

Time (Lcl) - 1700 CDT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
-

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

Finding(s)

2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
 7. DISTANCE - MISJUDGED - PILOT IN COMMAND
-

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

Finding(s)

8. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3232 9/29/83 NAPOLEONVILLE, LA A/C Reg. No. N8890Q Time (Lcl) - 0815 CDT

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

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

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

Make/Model - AERO COMMANDER S2R	Eng Make/Model - P & W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BELLE ROSE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 6000
SE LAND,ME LAND	Months Since - 9	Make/Model- 1500
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 1500
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 300
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT DRAGGED A WING IN THE SUGARCANE CROP DURING A START OF A SWATH RUN. ACCORDING TO THE OPERATOR THE PLT WAS LOOKING AT A MAP AS HE APPROACHED THE RUN. AFTER THE WING DRAGGED THE ACFT YAWED 90 DEGREES AND SETTLED INTO THE CROP. THE ENGINE AND RIGHT MAIN GEAR SEPARATED FROM THE ACFT AS IT SLID TO A STOP.

Brief of Accident (Continued)

File No. - 3232

9/29/83

NAPOLEONVILLE, LA

A/C Reg. No. N8890Q

Time (Lc1) - 0815 CDT

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

Finding(s)

1. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 3. TERRAIN CONDITION - CROP
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

4. 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3248 11/04/83 SLIDELL, LA A/C Reg. No. N7812K Time (Lc1) - 1715 CST

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - UNK/NR
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 010/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - WATER-CALM
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 59	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH SUBMERGED OBJECTS DURING TAKEOFF. THE TAKEOFF WAS ABORTED AND THE ACFT RAN UP ON THE BAYOU BANK WHERE IT COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 3248

11/04/83

SLIDELL, LA

A/C Reg. No. N7812K

Time (Lcl) - 1715 CST

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

Finding(s)

1. OBJECT - SUBMERGED OBJECT
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 4. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3217 11/26/83 SIMPSON,LA A/C Reg. No. N2899G Time (Lc1) - 1900 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	COLLEGE STATION, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	OAKDALE, LA	Runway Ident - N/A
Wind Dir/Speed- 150/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 700 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 184
SE LAND	Months Since - 14	Last 24 Hrs - 3
	Aircraft Type - B-77	Make/Model- 99
		Last 30 Days- 24
		Instrument- 11
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND IN A STEEP NOSE DOWN ALTITUDE AT A HIGH RATE OF SPEED AFTER THE PLT ENCOUNTERED LOW CEILING AND RAIN DURING A X-COUNTRY FLT. IN ATTEMPTING TO FLY IFR AND FOLLOW RADAR VECTORS THE NON-INSTRUMENT RATED PLT LOST CONTROL OF HIS ACFT AND SPIRALED INTO THE GROUND. THE NEAREST WEATHER STATION REPORTED 700 FT BROKEN CEILING WITH 5 MILES VISIBILITY IN RAIN. THE PLT DID RECEIVE A WEATHER BRIEFING BUT DID NOT ACTIVATE A FLT PLAN OR CONTACT ANYONE BY RADIO FOR OVER 2 AND A HALF HOURS ENROUTE. WHEN HE MADE CONTACT HE WAS ALREADY LOST AND CIRCLING IN THE RAIN. HE HAD BEEN OBSERVED ON RADAR AS HE CIRCLED NORTH OF FT POLK LA FOR SEVERAL MINUTES. 20 MINUTES AFTER THE FIRST RADIO CONTACT THE PLT REPORTED HE HAD 35 MINUTES OF FUEL LEFT. 10 MINUTES LATER THE CRASH OCCURRED.

Brief of Accident (Continued)

File No. - 3217

11/26/83

SIMPSON, LA

A/C Reg. No. N2899G

Time (Lc1) - 1900 CST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - RAIN
 3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
 6. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - 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) 3,4,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3341 2/27/83 OXFORD, MA A/C Reg. No. N33458 Time (Lc1) - 1445 EDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NORTHAMPTON, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	OXFORD
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2047/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 271
SE LAND	Months Since - 5	Last 24 Hrs - 2
	Aircraft Type - PA-28	Make/Model- 271
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

DURING A GO-AROUND, THE ENG BEGAN LOSING POWER, & SUBSEQUENTLY, THE PLT ELECTED TO MAKE A FORCED LANDING IN AN OPEN FIELD. HOWEVER, BEFORE LANDING, THE ACFT COLLIDED WITH AN ELECTRIC WIRE, THEN CRASHED. AN INVESTIGATION REVEALED SOME MAINTENANCE DISCREPANCIES, BUT NO PART FAILURE OR MALFUNCTION WAS FOUND. THE PLT SAID HE DID NOT SEE THE WIRE.

Brief of Accident (Continued)

File No. - 3341

2/27/83

OXFORD, MA

A/C Reg. No. N33458

Time (Lc1) - 1445 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

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

Finding(s)
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #4 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3328 8/09/83 SHELBY TOWNSHIP, MI A/C Reg. No. NONE Time (Lcl) - 2020 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 103	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - EIPPER QUICKSILVER MX	Eng Make/Model - CUYUNA 430D	ELT Installed/Activated - NO -N/A
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 525	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 35 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg -	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT WAS FLYING LOW OVER A GRAVEL PIT AND SUDDENLY PULLED UP AND WENT INTO A DIVE. THE ACFT ENGINE WAS RUNNING THROUGHOUT THE MANEUVER ACCORDING TO WITNESSES. THE ACFT DID NOT PULL OUT OF THE DIVE AND THE ACFT DOVE INTO THE WATER. ONE WITNESS THOUGHT THE WINDY DAY MIGHT HAVE CONTRIBUTED TO THE PLT GETTING INTO TOO STEEP A DIVING MANEUVER AT LOW ALT ACCORDING TO A CO-OWNER OF THE ACFT WHO ALSO WITNESSED THE ACCIDENT, THIS WAS THE PLTS 2ND FLT IN THIS ACFT.

Brief of Accident (Continued)

File No. - 3328

8/09/83

SHELBY TOWNSHIP,MI

A/C Reg. No. NONE

Time (Lcl) - 2020 EDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. MANEUVER - INITIATED - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - NOT MAINTAINED - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3314 12/06/83 WHITE LK TWSHP,MI A/C Reg. No. N761RN Time (Lcl) - 1741 EST

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

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

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

Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PONTIAC,MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	KALAMAZOO,MI	Runway Ident - 27L
Wind Dir/Speed- 350/015 KTS	ATC/Airspace	Runway Lth/Wid - 6200/ 150
Visibility - .750 SM	Type of Flight Plan - IFR	Runway Surface - SNOW
Lowest Sky/Clouds - 300 FT	Type of Clearance - IFR	Runway Status - SNOW - CRUSTED
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2106
SE LAND,ME LAND	Months Since - 3	Make/Model- 229
	Aircraft Type - T210	Instrument- 130
		Multi-Eng - 65
		Last 24 Hrs - UNK/NR
		Last 30 Days- 92
		Last 90 Days- 270

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 1600, THE ACFT WAS TAKEN OUT OF A HEATED HANGAR & PARKED ON THE RAMP FOR REFUELING. IT REMAINED OUTSIDE UNTIL THE PLT TOOK OFF AT ABOUT 1740 EST. DURING THAT TIME, SNOW WAS FALLING & THE TEMP DROPPED FROM 34 TO 31 DEG. THE PLT INITIALLY CONTACTED THE CONTROL TOWER FOR AN IFR CLEARANCE AT 1658, BUT HIS DEPARTURE WAS DELAYED DUE TO SNOW REMOVAL OPERATIONS. HE WENT INSIDE WHILE WAITING. AT ABOUT 1715, A CONTROLLER CALLED THE COMPANY OPERATIONS TO NOTIFY THE PLT THAT TAXI CLEARANCE COULD BE EXPECTED IN ABOUT 10 MIN. AT 1728:48, THE PLT CONTACTED TOWER FOR TAXI & IFR CLEARANCE, THEN ACKNOWLEDGED THE TAKEOFF CLEARANCE ABOUT 11 MINUTES LATER. SHORTLY AFTER TAKING OFF, THE AIRCRAFT CRASHED APRX 1 MI WEST & 3/4 MI SOUTH OF THE DEPARTURE END OF RWY 27. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. WITNESSES REPORTED SEEING THE ACFT IN A SHALLOW, LEFT TURN & DESCENDING BEFORE IT CRASHED. ONE WITNESS SAID IT WAS WALLOWING.

Brief of Accident (Continued)

File No. - 3314

12/06/83

WHITE LK TNSHP,MI

A/C Reg. No. N761RN

Time (Lcl) - 1741 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - SNOW
 2. WEATHER CONDITION - TEMPERATURE EXTREMES
 3. WEATHER CONDITION - ICING CONDITIONS
 4. WING - ICE
 5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 6. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
-

----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3351 1/09/83 BRAINERD,MN A/C Reg. No. N844H Time (Lc1) - 1940 CST

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

Type Operating Certificate	-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier	-REPUBLIC AIRLINES, INC.	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew 0	0	0	3
Flight Conducted Under	-14 CFR 121	ON GROUND	Pass 1	1	0	28
Accident Occurred During	-LANDING					

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

Make/Model	- CONVAIR 580-11-A	Eng Make/Model	- ALLISON 501D-13	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 54	Rated Power	- 3750 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- IN PERSON	MINNEAPOLIS,MN			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	BRAINERD,MN		BRAINERD CROW WING CO	
Wind Dir/Speed	- CALM			Runway Ident	- 23
Visibility	- 1.000 SM	ATC/Airspace		Runway Lth/Wid	- 6500/ 150
Lowest Sky/Clouds	- 300 FT	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 300 FT OBSCURED	Type of Clearance	- IFR	Runway Status	- ICE COVERED
Obstructions to Vision	- FOG	Type Apch/Lndg	- ILS-LOCALIZER		SNOW - COMPACTED
Precipitation	- SNOW SHOWER				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 12730	Last 24 Hrs - 3
SE LAND,ME LAND,SE SEA	Months Since - 3	Make/Model - 3000	Last 30 Days - 77
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 232
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE ACFT WAS LANDED ABOUT 1725 FT BEYOND THE RWY THRESHOLD. THE TOUCHDOWN WAS MADE WITH THE RIGHT WING DOWN & THE RIGHT MAIN GEAR ABOUT 37 FT FROM THE RIGHT EGDE OF THE RWY. AFTER TOUCHDOWN, THE ACFT CONTINUED TO THE RIGHT & THE RIGHT PROPELLER STRUCK A 2 TO 3 FT HIGH SNOWBANK WHICH WAS BETWEEN THE EDGE OF THE RWY & THE RWY EDGE LIGHTS. THE #1 BLADE SEPARATED FROM THE PROPELLER & ENTERED THE CABIN, FATALLY INJURING 1 PASSENGER & SERIOUSLY INJURING ANOTHER. INVESTIGATION REVEALED THAT RWY PLOWING ACTIVITIES, 2 DAYS BEFORE THE ACCIDENT, HAD LEFT SNOWBANKS AT THE EDGE OF THE RWY INSIDE THE RWY EDGE LIGHTS. THEY HAD NOT BEEN REMOVED PER 14 CFR 139.85 & ARPT OPNS MANUAL. THERE WAS NO NOTAM FOR SNOWBANKS & THE COMPANY STATION MANAGER DID NOT NOTIFY THE AIRCREW ABOUT THEIR LOCATION. THE FLTCREW WERE NOT AWARE THAT WHEN THE 1ST OFFICER DIMMED THE INTENSITY OF THE APCH LIGHTS (BY ACTIVATING THE MIC SWITCH) THAT THE RWY EDGE LIGHTS ALSO DIMMED. THE CAPT BELIEVED HE LOST SOME PERIPHERAL CUES AFTER TOUCHDOWN.

Brief of Accident (Continued)

File No. - 3351

1/09/83

BRAINERD,MN

A/C Reg. No. N844H

Time (Lc1) - 1940 CST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT SNOW REMOVAL - IMPROPER - AIRPORT PERSONNEL
2. NOTAMS - NOT ISSUED - AIRPORT PERSONNEL
3. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - COMPANY/OPERATOR MGMT
4. LIGHT CONDITION - DARK NIGHT
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG
7. WEATHER CONDITION - SNOW
8. WEATHER CONDITION - OBSCURATION
9. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
11. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
12. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
13. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
14. DIRECTIONAL CONTROL - REDUCED -
15. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 9,15

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,10,11,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3259 6/22/83 SAINT CLOUD, MN A/C Reg. No. N6718M Time (Lcl) - 1230 CDT

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

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

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

Make/Model - BEECH C24R	Eng Make/Model - LYCOMING IO-360-A1B6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	OSHKOSH,WI	SAINT CLOUD
Wind Dir/Speed- 210/008 KTS		Runway Ident - 23
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - 3000 FT	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT BROKEN	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1856
SE LAND,ME LAND	Months Since - 19	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 9
		Last 30 Days- UNK/NR
		Instrument- 163
		Last 90 Days- 51
		Multi-Eng - 123

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE PLT'S DOOR CAME OPEN. HE TRIED TO CLOSE IT, BUT WAS UNABLE, SO HE TURNED BACK TOWARD THE ARPT TO LAND. WHILE MAKING A TURN BEFORE LANDING, THE ENG LOST POWER. SHORTLY AFTER THAT, THE ACFT STARTED FALLING TO THE RIGHT & CRASHED. AN INESTIGATION REVEALED NO REASON FOR THE LOSS OF POWER. THE PASSENGER SAID THE DOOR HAD COME OPEN ON A PREVIOUS FLT, ABOUT 2 WKS EARLIER.

Brief of Accident (Continued)

File No. - 3259

6/22/83

SAINT CLOUD, MN

A/C Reg. No. N6718M

Time (Lc1) - 1230 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. DOOR, EXTERIOR CREW - UNLOCKED
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
5. STALL - 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) 1,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3295 8/13/83 OLIVIA, MN A/C Reg. No. N2060J Time (Lc1) - 2000 CDT

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

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

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

Make/Model - CESSNA T188C	Eng Make/Model - CONTINENTAL TS10-520-T	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point OLIVIA, MN	OFF AIRPORT/STRIP
Method - UNK/NR	Destination LOCAL	Airport Data
Completeness - WEATHER NOT PERTINENT	ATC/Airspace	OLIVIA MUNICIPAL
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Ident - 30
Wind Dir/Speed- 310/005 KTS	Type of Clearance - NONE	Runway Lth/Wid - 3500/ 75
Visibility - 15.0 SM	Type Apch/Lndg - FORCED LANDING	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR		Runway Status - N/A
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2358
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 860
		Last 30 Days- 100
		Instrument- 56
		Last 90 Days- 240
		Multi-Eng - 98

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF THE ENG LOST POWER & THE ACFT CRASHED LANDED COLLAPSING THE GEAR. THE CRANKSHAFT, P/N631716, HAD BROKEN IN THE CHEEK AREA BETWEEN #2 & #3 CRANK THROWS. 1 MONTH PRIOR TO THIS ACCIDENT THE ACFT HAD COLLIDED WITH A FENCE. AFTER INSTALLING A NEW PROP THE ACFT WAS RETURNED TO SERVICE WITHOUT OVERHAULING THE ENG. TCM SERV BULLETIN M71-5 (EXAMINATION OF ENGS INVOLVED IN PROP STRIKE ACCIDENTS) STATES, IN PART, THAT THE ONLY SURE METHOD OF INSPECTING FOR INTERNAL DAMAGE IS COMPLETE ENG DISASSEMBLY & MAGNETIC PARTICLE INSPECTION OF THE CRANKSHAFT GEARS, ETC.

Brief of Accident (Continued)

File No. - 3295

8/13/83

OLIVIA, MN

A/C Reg. No. N2060J

Time (Lcl) - 2000 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKCASE - PREVIOUS DAMAGE
 2. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - OTHER MAINTENANCE PSNL
 3. ENGINE ASSEMBLY, CRANKCASE - FAILURE, TOTAL
-

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

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3294 8/14/83 CRYSTAL,MN A/C Reg. No. N9707A Time (Lc1) - 1600 CDT

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

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

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

Make/Model - CESSNA 170A	Eng Make/Model - CONTINENTAL C145-2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - *RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	HILLMAN,MN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CRYSTAL AIRPORT
Wind Dir/Speed- 020/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3250/ 75
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 200
SE LAND	Months Since - 16	Make/Model- 89
	Aircraft Type - C-150	Instrument- 6
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

AS THE PLT APPLIED BRAKES THE ACFT VEERED OFF TO THE RIGHT. HE APPLIED LEFT RUDDER & LEFT BRAKE TO NO AVAIL, & THE ACFT GROUND-LOOPED OFF THE RIGHT SIDE OF THE RWY. THE LEFT BRAKE OUTER LINING WAS MISSING. THERE WERE TWO RIVETS MISSING & ONE RIVET HAD BROKEN. THE BACK PLATE WAS VERY RUSTY.

Brief of Accident (Continued)

File No. - 3294

8/14/83

CRYSTAL,MN

A/C Reg. No. N9707A

Time (Lc1) - 1600 CDT

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

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL
 2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3293 8/14/83 SABIN,MN A/C Reg. No. N51125 Time (Lcl) - 0833 CDT

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

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

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

Make/Model - BOEING A75N1	Eng Make/Model - P&W R985-14B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ARGUSVILLE,ND	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 160/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1700
SE LAND	Months Since - 3	Make/Model- 1500
	Aircraft Type - A75N1	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-----

ACFT COLLIDED WITH POWER LINES.

Brief of Accident (Continued)

File No. - 3293

8/14/83

SABIN,MN

A/C Reg. No. N51125

Time (Lc1) - 0833 CDT

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3298 5/06/83 CLINTON,MO A/C Reg. No. N278MW Time (Lcl) - 1720 CST

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

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

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

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING LT10-540-J2BD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SPRINGFIELD,MO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	KANSAS CITY,MO	CLINTON MEMORIAL
Wind Dir/Speed- 170/022 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 4631
SE LAND,ME LAND	Months Since - 7	Make/Model- 44
	Aircraft Type - PA-34	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 101
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 8,500 FT THE PAX IN THE RIGHT SEAT NOTICED THAT THE OIL FILLER ACCESS DOOR ON TOP OF THE RIGHT ENG WAS OPEN & OIL WAS LEAKING. THE PLT CHECKED THE ENG INSTRUMENTS & THE ONLY ABNORMAL READING WAS A LOW MANIFOLD PRESSURE READING ON THE LEFT ENG. THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING AT CLINTON. THE PLT STATED THAT WHILE IN THE TRAFFIC PATTERN HE HEARD THE LEFT ENG CUTTING OUT. REMEMBERING THE EARLIER INDICATION O LOW MP ON THE LEFT ENG, HE THOUGHT THE LEFT ENG WAS FAILING & FEATHERED THE LEFT PROP. HE RETRACTED GEAR & FLAPS, BUT THE RIGHT ENG WOULD NOT PRODUCE ENOUGH POWER & THE ACFT CRASH LANDED IN A WHEAT FIELD. EXAM OF THE RIGHT ENG REVEALED A FATIGUE FAILURE OF THE #4 CYL. INITIATION HAD OCCURRED AT PRE-EXISTING SHARP-BOTTOMED DENTS IN THE TWO CRACKED FINS WITH PROPAGATION TOWARD & INTO THE CYL. THE LEFT ENG WAS RUN & THE ONLY DEFICIENCY NOTED WAS THAT THE ENG RAN RICHER THAN NORMAL AT LOW POWER SETTINGS.

Brief of Accident (Continued)

File No. - 3298

5/06/83

CLINTON,MO

A/C Reg. No. N278MW

Time (Lc1) - 1720 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. LUBRICATING SYSTEM - LEAK
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. ENGINE ASSEMBLY,CYLINDER - FATIGUE
4. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL

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

Finding(s)

5. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE
6. WRONG PROPELLER FEATHERED - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - FENCE

----Probable Cause-----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3273 8/29/83 CHESTERFIELD,MO A/C Reg. No. N7993C Time (Lcl) - 0551 CDT

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

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

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

Make/Model - PIPER PA-24-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LAWRENCEBURG, TN	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CHESTERFIELD, MO	SPIRIT OF ST LOUIS
Wind Dir/Speed- 250/004 KTS	ATC/Airspace	Runway Ident - 07
Visibility - .125 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6008/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 244
SE LAND	Months Since - 3	Last 24 Hrs - 5
	Aircraft Type - 172	Make/Model- 20
		Instrument- 47
		Last 30 Days- 32
		Last 90 Days- 39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LANDED A LAWRENCEBURG, TN, ON THE EVENING OF 8/28/83. THUNDERSTORMS WERE REPORTED IN THE AREA AT THAT TIME. AT LAWRENCEBURG, FUEL WAS AVAILABLE DURING DAYLIGHT HOURS. AT 0203 THE NEXT MORNING, THE PLT CALLED THE MUSCLE SHOALS FSS & OBTAINED A WX BRIEFING & FILED AN IFR FLT PLAN. HE DEPARTED LAWRENCEBURG AT ABOUT 0250. DURING ARRIVAL TO LAND AT THE SPIRIT OF ST. LOUIS ARPT, HE WAS ADVISED THAT THE WX WAS: SKY PARTIALLY OBSCURED, 1/8 MI VISIBILITY WITH FOG & HAZE, WIND CALM. ALSO, HE WAS ADVISED THAT THE OUTER MARKER LOCATOR WAS OUT OF SERVICE. THE PLT FLEW AN ILS APCH, BUT MADE A MISSED APCH. HE STARTED TO DIVERT TO WEISS ARPT (APRX 12 MI AWAY), BUT THE ENG BEGAN LOSING POWER FROM LOW FUEL. VECTORS WERE PROVIDED BACK TO THE SPIRIT OF ST LOUIS ARPT & THE PLT TRIED TO LAND AGAIN. SUBSEQUENTLY, THE ENG QUIT RUNNING & THE ACFT IMPACTED THE GROUND IN A NOSE DOWN, RIGHT WING LOW ATTITUDE. NO FUEL WAS FOUND IN THE WING TANKS OR ENG FUEL LINES. THE PLT WAS DUE TO BE AT WORK AT 0600 & HIS TRANSPORTATION WAS AT SPIRIT.

Brief of Accident (Continued)

File No. - 3273

8/29/83

CHESTERFIELD,MO

A/C Reg. No. N7993C

Time (Lc1) - 0551 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
5. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
6. LIGHT CONDITION - DARK NIGHT
7. WEATHER CONDITION - OBSCURATION
8. WEATHER CONDITION -
9. WEATHER CONDITION - HAZE
10. WEATHER CONDITION - BELOW APPROACH MINIMUMS
11. MISSED APPROACH - PERFORMED - PILOT IN COMMAND
12. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
13. FLUID,FUEL - EXHAUSTION
14. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,12,13,14

Factor(s) relating to this accident is/are finding(s) 1,5,6,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3302 11/14/83 ST. JOSEPH,MO A/C Reg. No. N53842 Time (Lc1) - 1530 CST

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

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

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

Make/Model - BELLANCA 7ECA	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ST. JOSEPH,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ROSECRANS MEM
Wind Dir/Speed- 310/013 KTS		Runway Ident - 31
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 6000/ 100
Lowest Sky/Clouds - 4000 FT THIN BKN	Type of Flight Plan - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 9000 FT OVERCAST	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3100
SE LAND	Months Since - 13	Make/Model- 45
	Aircraft Type - PA-38	Instrument- UNK/NR
		Multi-Eng - 385
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 20
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED DOWN DURING LANDING AFTER THE LEFT MAIN LANDING GEAR STRUT FAILED. THE PLT STATED THAT ON THE 2ND TOUCH-AND-GO LANDING, HE FELT A VIBRATION AND SAW THE LEFT GEAR STRUT TRAILING AT ABOUT A 45 DEGREE ANGLE. THE PLT CHOSE TO LAND ON THE GRASS BESIDE THE RWY. ON TOUCHDOWN, THE GEAR COLLAPSED AND THE ACFT NOSED DOWN. POST ACCIDENT INVESTIGATION REVEALED THAT THE ATTACH BOLT, BELLANCA PN MS20007, HAD BROKEN. THE NTSB LAB FOUND THAT THE BOLT REVEALED FEATURES TYPICAL OF HIGH STRESS FATIGUE CRACKING OVER MOST OF THE FRACTURE FACE. TWO SEPARATE REGIONS OF FATIGUE CRACKING WERE NOTICEABLE ON THE FRACTURE FACE.

Brief of Accident (Continued)

File No. - 3302

11/14/83

ST. JOSEPH, MO

A/C Reg. No. N53842

Time (Lcl) - 1530 CST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - FATIGUE
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3324 12/06/83 WENTZVILLE, MO A/C Reg. No. N5209C Time (Lcl) - 1125 CST

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

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

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

Make/Model - CESSNA 210N	Eng Make/Model - CONTINENTAL IO-520-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OLATHE,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ST. CHARLES,MO	WENTZVILLE
Wind Dir/Speed- 290/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 1100 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1000 Last 24 Hrs - 7
SE LAND,ME LAND,SE SEA	Months Since - 2	Make/Model- 131 Last 30 Days- UNK/NR
	Aircraft Type - 7GCBC	Instrument- 80 Last 90 Days- 162
		Multi-Eng - 39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LANDED WITH THE LANDING GEAR PARTIALLY EXTENDED DURING A FORCED LANDING AFTER AN ENGINE FAILURE. THE PLT DELAYED THE EXTENSION OF THE GEAR BECAUSE OF THE CONDITION OF THE LANDING AREA. EXAMINATION OF THE ENGINE SHOWED A FAILURE OF THE #2 CONNECTING ROD BEARING STRAP DUE TO FATIGUE. THIS FAILURE WAS FOLLOWED BY FAILURE OF THE REMAINING RODS.

Brief of Accident (Continued)

File No. - 3324

12/06/83

WENTZVILLE,MO

A/C Reg. No. N5209C

Time (Lcl) - 1125 CST

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
 2. ENGINE ASSEMBLY,CONNECTING ROD - OVERTEMPERATURE
 3. ENGINE ASSEMBLY,CONNECTING ROD - FATIGUE
-

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

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
 5. GEAR DOWN AND LOCKED - NOT OBTAINED - 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. - 3282 12/12/83 KANSAS CITY,MO A/C Reg. No. N3597G Time (Lcl) - 1757 CST

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier	-JET COURIER SERVICE,INC.	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass 0	0	0	0
Accident Occurred During	-TAXI		Other 0	0	0	3

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

Make/Model	- CESSNA 310R	Eng Make/Model	- CONTINENTAL IO-520-M	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ST. LOUIS,MO	KANSAS CITY DOWNTOWN
Wind Dir/Speed- 120/007 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7001/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 5215
SE LAND,ME LAND	Months Since - 8	Make/Model- 1304
	Aircraft Type - PA601P	Instrument- 610
		Multi-Eng - 3350
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 340

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE BE-A36 WAS HOLDING SHORT OF RWY 18. THE C-310 WAS TAXIING TO ALSO HOLD SHORT & COLLIDED WITH THE BE-A36. THE POSITION & STROBE LIGHTS ON THE BE-A36 WERE ILLUMINATED. THE PLT OF THE C-310 INDICATED THAT HE DID NOT SEE THE BE-A36 BECAUSE OF WHAT HE DESCRIBED AS A LOT OF LIGHTS IN THE VICINITY. MEASUREMENT OF THE RIGHT MAIN GEAR TIRE SKIDMARK OF THE C-310 ON THE TAXIWAY PAVEMENT SHOWED ABOUT 40 FT OF TIRE SKIDMARKS TO THE POINT OF IMPACT WITH THE BE-A36.

Brief of Accident (Continued)

File No. - 3282

12/12/83

KANSAS CITY, MO

A/C Reg. No. N3597G

Time (Lc1) - 1757 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3282 12/12/83 KANSAS CITY,MO A/C Reg. No. N6416N Time (Lcl) - 1757 CST

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

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

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

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-BB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point SAME AS ACC/INC	ON AIRPORT
Method - TELEPHONE	Destination	Airport Data
Completeness - FULL	CAPE GIRARDEAU,MO	KANSAS CITY DOWNTOWN
Basic Weather - VMC	ATC/Airspace	Runway Ident - 18
Wind Dir/Speed- 120/007 KTS	Type of Flight Plan - IFR	Runway Lth/Wid - 7001/ 150
Visibility - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Sky/Clouds - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Ceiling - 1000 FT OVERCAST		
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3235
SE LAND	Months Since - 3	Last 24 Hrs - 4
	Aircraft Type - BE-A36	Make/Model- 121
		Last 30 Days- UNK/NR
		Instrument- 89
		Last 90 Days- 35
		Multi-Eng - 3063

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE BE-A36 WAS HOLDING SHORT OF RWY 18. THE C-310 WAS TAXIING TO ALSO HOLD SHORT & COLLIDED WITH THE BE-A36. THE POSITION & STROBE LIGHTS ON THE BE-A36 WERE ILLUMINATED. THE PLT OF THE C-310 INDICATED THAT HE DID NOT SEE THE BE-A36 BECAUSE OF WHAT HE DESCRIBED AS A LOT OF LIGHTS IN THE VICINITY. MEASUREMENT OF THE RIGHT MAIN GEAR TIRE SKIDMARK OF THE C-310 ON THE TAXIWAY PAVEMENT SHOWED ABOUT 40 FT OF TIRE SKIDMARKS TO THE POINT OF IMPACT WITH THE BE-A36.

Brief of Accident (Continued)

File No. - 3282

12/12/83

KANSAS CITY, MO

A/C Reg. No. N6416N

Time (Lc1) - 1757 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 3. OBJECT - AIRCRAFT MOVING ON GROUND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3313 12/16/83 SIKESTON,MO A/C Reg. No. N321HF Time (Lc1) - 1400 CST

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

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

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

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KANSAS CITY,MO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	JACKSONVILLE,FL	Runway Ident - N/A
Wind Dir/Speed- 250/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 670
SE LAND	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - PA-32	Make/Model- 164
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSE GEAR COLLAPSED DURING A FORCED LANDING AFTER ENGINE FAILURE. DURING A X-COUNTRY FLT THE ENGINE POPPED AND QUIT. THE PLT APPROACHED A ROAD TO LAND BUT SAW A VEHICLE DURING APPROACH AND VEERED OFF INTO A FIELD. POST ACCIDENT INVESTIGATION REVEALED A BROKEN CRANKSHAFT WHICH HAD FAILED AT THE NUMBER 4 BEARING JOURNAL CHEEK. THE SHAFT EXHIBITED SEVERAL GOUGES EXTENDING THROUGH ABOUT 90 DEGREES OF THE CIRCUMFERENCE. THE FATIGUE INITIATION AREA APPEARED TO BE LOCATED IN ONE OF THESE GOUGES. THERE WAS NO LOG BOOK ENTRY TO INDICATE A PREVIOUS SUDDEN STOPPAGE OF THE ENGINE BUT NUMEROUS CYLINDER CHANGES OVER THE ENGINE LIFE WERE NOTED.

Brief of Accident (Continued)

File No. - 3313

12/16/83

SIKESTON,MO

A/C Reg. No. N321HF

Time (Lc1) - 1400 CST

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

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - FAILURE,TOTAL
2. ENGINE ASSEMBLY,CRANKSHAFT - FATIGUE

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

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

----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. - 3281 12/02/83 GULFPORT,MS A/C Reg. No. N36MP Time (Lc1) - 1820 CST

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

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

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

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-BB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NEW ORLEANS,LA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	GULFPORT/BILOXI
Wind Dir/Speed- 140/010 KTS	ATC/Airspace	Runway Ident - 13
Visibility - .125 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9002/ 152
Lowest Sky/Clouds - 100 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - UNK/NR
SE LAND,ME LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO THE APPROACH THE PLT WAS ADVISED THAT THE WX WAS SKY OBSCURED & VISIBILITY 1/4 MI IN FOG. THE PLT ACKNOWLEDGED "ROGER WE'LL COME ON IN AND GIVE IT A SHOT." THE ACFT COLLIDED WITH TREES ABOUT 500 FT SHORT OF THE MIDDLE MARKER. IT WAS REPORTED THAT THE OWNERS OF THE ACFT (PASSENGERS) WERE RETURNING TO GULFPORT TO ATTEND A SCHEDULED SOCIAL FUNCTION ON THE EVENING OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3281

12/02/83

GULFPORT,MS

A/C Reg. No. N36MP

Time (Lc1) - 1820 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - OBSCURATION
 4. WEATHER CONDITION - FOG
 5. WEATHER CONDITION - BELOW APPROACH MINIMUMS
 6. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 7. IMPROPER USE OF PROCEDURE, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
 8. DECISION HEIGHT - BELOW - 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) 6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3306 1/09/83 CHERRY POINT,NC A/C Reg. No. 63753 Time (Lc1) - 1644 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -PUBLIC USE	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -MILITARY	NONE	Crew 0	0	0	2
Accident Occurred During -MANEUVERING		Pass 0	0	0	0
		Other 7	0	0	0

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

Make/Model - MCDONNELL DOUGLAS F4C	Eng Make/Model - GE J79-15A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 56000	Engine Type - TURBOJET	
No. of Seats - 2	Rated Power - 17500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	GOLDSBORO,NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 040/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - MILITARY (VFR)	Runway Surface - N/A
Lowest Sky/Clouds - 1500 FT	Type of Clearance - SPECIAL IFR	Runway Status - N/A
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,MILITARY	Current - YES	Total - 1400
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 1400
		Last 24 Hrs - 2
		Last 30 Days- 10
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TWO ACFT COLLIDED AT ABOUT 9,500 FT MSL 30 MI SOUTH OF CHERRY POINT. AFTER DEPARTING NASSAU, THE PLT OF THE BE-D55 NEVER ACTIVATED HIS FLT PLAN. AN ADIZ PENETRATION TIME WAS THEREFORE NEVER ESTABLISHED. WHEN THE UNIDENTIFIED ACFT ENTERED WARNING AREA W-122, THE USAF CONTACTED FAA ATC FOR IDENTIFICATION INFO. SINCE FAA WAS NOT CONTROLLING ANY TRAFFIC IN THAT AREA AN INTERCEPT ORDER WAS ISSUED. AT 1637 FAA GOT A POSITION REPORT FROM THE BE-D55 & RELAYED IT TO MILITARY CONTROL. HOWEVER, THE TWO FIGHTER ACFT CONTINUED TO CLOSE IN ON THE TARGET FOR RADAR CONTACT. THE LEAD ACFT WAS TO CLOSE ABOUT 1,000 FT BELOW THE TARGET AT A PREPLANNED CLOSURE RATE OF 50 KTS (ACTUAL RATE WAS 127 KTS). SECONDS BEFORE THE COLLISION, THE BE-D55 TURNED LEFT AS REQUESTED BY FAA ATC THUS TURNING IT INTO THE PATH OF THE OVERTAKING INTERCEPTOR WHICH ALSO HAD TURNED LEFT TO BREAK OFF THE INTERCEPT. THE SAFETY BOARD DID NOT DETERMINE THE PROBABLE CAUSE OF THIS ACCIDENT, BUT OFFERED STATEMENTS OF CAUSE.

Brief of Accident (Continued)

File No. - 3306

1/09/83

CHERRY POINT, NC

A/C Reg. No. 63753

Time (Lc1) - 1644 EST

Occurrence MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT OF OTHER AIRCRAFT
 3. CREW/GROUP COORDINATION - INADEQUATE - OTHER GOVERNMENT PERSONNEL
 4. DISTANCE - NOT MAINTAINED - PILOT IN COMMAND
 5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3306 1/09/83 CHERRY POINT, NC A/C Reg. No. N7142N Time (Lc1) - 1644 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Injuries			
Type of Operation - PERSONAL	Fire NONE	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91		Crew 1	0	0	0
Accident Occurred During -CRUISE		Pass 6	0	0	0
		Other 0	0	0	2

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

Make/Model - BEECH D55	Eng Make/Model - CONTINENTAL IO-520-C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point NASSAU, BAHAMAS	OFF AIRPORT/STRIP
Method - N/A	Destination NORFOLK, VA	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- 040/008 KTS	Type of Clearance - NONE	Runway Surface - N/A
Visibility - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Lowest Sky/Clouds - 1500 FT		
Lowest Ceiling - 1500 FT BROKEN		
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 4455
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TWO ACFT COLLIDED AT ABOUT 9,500 FT MSL 30 MI SOUTH OF CHERRY POINT. AFTER DEPARTING NASSAU, THE PLT OF THE BE-D55 NEVER ACTIVATED HIS FLT PLAN. AN ADIZ PENETRATION TIME WAS THEREFORE NEVER ESTABLISHED. WHEN THE UNIDENTIFIED ACFT ENTERED WARNING AREA W-122, THE USAF CONTACTED FAA ATC FOR IDENTIFICATION INFO. SINCE FAA WAS NOT CONTROLLING ANY TRAFFIC IN THAT AREA AN INTERCEPT ORDER WAS ISSUED. AT 1637 FAA GOT A POSITION REPORT FROM THE BE-D55 & RELAYED IT TO MILITARY CONTROL. HOWEVER, THE TWO FIGHTER ACFT CONTINUED TO CLOSE IN ON THE TARGET FOR RADAR CONTACT. THE LEAD ACFT WAS TO CLOSE ABOUT 1,000 FT BELOW THE TARGET AT A PREPLANNED CLOSURE RATE OF 50 KTS (ACTUAL RATE WAS 127 KTS). SECONDS BEFORE THE COLLISION, THE BE-D55 TURNED LEFT AS REQUESTED BY FAA ATC THUS TURNING IT INTO THE PATH OF THE OVERTAKING INTERCEPTOR WHICH ALSO HAD TURNED LEFT TO BREAK OFF THE INTERCEPT. THE SAFETY BOARD DID NOT DETERMINE THE PROBABLE CAUSE OF THIS ACCIDENT, BUT OFFERED STATEMENTS OF CAUSE.

Brief of Accident (Continued)

File No. - 3306

1/09/83

CHERRY POINT, NC

A/C Reg. No. N7142N

Time (Lc1) - 1644 EST

Occurrence MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. CREW/GROUP COORDINATION - INADEQUATE - OTHER GOVERNMENT PERSONNEL
 4. DISTANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
 5. AIRSPEED - EXCESSIVE - PILOT OF OTHER AIRCRAFT
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3310 4/20/83 TRENTON,NE A/C Reg. No. N231KV Time (Lcl) - 1700 CST

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

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

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

Make/Model - MOONEY M20K	Eng Make/Model - CONTINENTAL TS10-360-GB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HASTINGS,NE	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	GRAND JUNCTION,CO	Runway Ident - 14
Wind Dir/Speed- 110/008 KTS	ATC/Airspace	Runway Lth/Wid - 2600/ 280
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - IFR	Runway Status - DRY
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 956
SE LAND	Months Since - 11	Make/Model- 439
	Aircraft Type - M20K	Instrument- 203
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS CLIMBING THROUGH 11500 TO 12000 FT MSL WHEN THE ENGINE MADE A LOUD NOISE FOLLOWED BY A LURCH. THE OIL PRESSURE DROPPED TO ZERO AND THE ENGINE DEVELOPED A ROUGHNESS. THE PLT SAID HE SHUT THE ENGINE DOWN AT THIS TIME, THE PLT ADVISED DENVER ARTCC OF HIS EMERGENCY AND ASKED FOR LOCATIONS OF AIRPORTS IN THE VICINITY. THE CONTROLLER RESPONDED THAT THE TRENTON, NE ARPT WAS ABOUT 15 MILES BEHIND HIM. THE ACFT WAS TURNED TO A HEADING OF 80 DEGREES WHICH LATER WAS CHANGED TO 55 DEGREES. 5 MILES WEST OF TRENTON THE PLT RESPORTEED THAT HE HAD THE RWY IN SIGHT. THE ACFT WAS LANDED GEAR DOWN ABOUT 1/2 MILE SHORT OF RWY 14. EXAMINATION OF THE ENGINE AFTER THE ACCIDENT SHOWED THE CRANKSHAFT CLUSTER GEAR P/N 630690 WAS MISSING ABOUT 1/2 OF ITS TEETH THAT MESH WITH THE CAM SHAFT DRIVE GEAR. THE FAILURE WAS FOUND TO HAVE STARTED AS A FATIGUE TYPE FRACTURE IN ONE OF THE GEAR TEETH.

Brief of Accident (Continued)

File No. - 3310

4/20/83

TRENTON,NE

A/C Reg. No. N231KV

Time (Lc1) - 1700 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY,OTHER - FATIGUE
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3276 8/17/83 PAXTON,NE A/C Reg. No. N73248 Time (Lcl) - 1900 MDT

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

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

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

Make/Model - BELL 47G-3B	Eng Make/Model - LYCOMING TVO-435-A1B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2860	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 260 HP	

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP
Method - N/A		SAME AS ACC/INC	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		LOCAL	Runway Ident - N/A
Wind Dir/Speed- 110/009 KTS		ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM		Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED		Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE		Type Apch/Lndg - NONE	
Obstructions to Vision- NONE			
Precipitation - NONE			
Condition of Light - DAYLIGHT			

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

Pilot-In-Command	Age - 51	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 11650
SE LAND	Months Since - 1	Make/Model- 400
HELICOPTER	Aircraft Type - 47G-3B	Instrument- 10
		Last 24 Hrs - 8
		Last 30 Days- 81
		Last 90 Days- 81
		Rotorcraft - 1000

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER LANDING ON A TRUCK PLATFORM, HE DID NOT DECREASE ROTOR RPM & DID NOT LOWER COLLECTIVE TO FLAT PITCH AS HE WAS ATTEMPTING TO RECOVER A PIECE OF PAPER THAT HAD FALLEN TO THE FLOOR ON THE RIGHT SIDE OF THE COCKPIT. AS HE RELEASED THE CYCLIC CONTROL WITH HIS RIGHT HAND, THE ACFT SLIPPED TO THE RIGHT ACROSS THE PLATFORM'S STEEL SURFACE. THE PLT ADDED LEFT CYCLIC & APPLIED COLLECTIVE PITCH TO LIFT THE ACFT. THE RIGHT SKID CAUGHT ON THE PLATFORM FENCE & THE ACFT ROLLED TO THE RIGHT OFF THE PLATFORM. UPON IMPACTING THE GROUND, THE ACFT BURST INTO FLAMES. THE PLT'S SON ASSISTED HIM IN ESCAPING FROM THE BURNING WRECKAGE.

Brief of Accident (Continued)

File No. - 3276

8/17/83

PAXTON,NE

A/C Reg. No. N73248

Time (Lcl) - 1900 MDT

Occurrence ROLL OVER
Phase of Operation STANDING - IDLING ROTORS

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 3. VERTICAL TAKEOFF - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3201 12/17/83 NORTH HAMPTON,NH A/C Reg. No. N70779 Time (Lcl) - 1000 EST

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

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

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

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A65	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 65 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NORTH HAMPTON,NH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HAMPTON
Wind Dir/Speed- 290/010 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 300
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL,CFI	Current - YES	Total - 723
SE LAND	Months Since - 16	Make/Model- 173
	Aircraft Type - C172	Instrument- 74
		Last 24 Hrs - UNK/NR
		Last 30 Days- 50
		Last 90 Days- 199

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED AT ABOUT 100 FT OF ALT AFTER TAKEOFF DURING AN INSTRUCTIONAL FLT. ONE WITNESS SAID THE ACFT TURNED THROUGH 180 DEGREES BEFORE IT COLLIDED WITH THE GROUND IN A NOSE LOW AND RIGHT BANK ATTITUDE. ANOTHER WITNESS SAID HE THOUGHT THE ACFT WAS GOING TO DO A LOOP BEFORE IT TURNED RIGHT AND DOVE TO THE GROUND. THE ENGINE SOUND WAS NORMAL. THE STUDENT PLT HAS NO RECOLLECTION OF THE FLT. HE HAD HIS FIRST SOLO FLT ABOUT A WEEK BEFORE THE ACCIDENT WITH NO SUBSEQUENT FLIGHTS.

Brief of Accident (Continued)

File No. - 3201

12/17/83

NORTH HAMPTON,NH

A/C Reg. No. N70779

Time (Lc1) - 1000 EST

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

Finding(s)

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

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3362 8/02/83 ATLANTIC CITY,NJ A/C Reg. No. N9862G Time (Lcl) - 1445 EDT

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

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

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

Make/Model - CESSNA 172L	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BROOKHAVEN,NY	BADER FIELD
Wind Dir/Speed- 260/004 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 465
SE LAND	Months Since - 20	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 86
		Instrument- 20
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE 2 ATTEMPTS TO TAKEOFF. ON THE SECOND ATTEMPT, THE ACFT LIFTED OFF TO ABOUT 30 FT. THE PLT STATED THAT THE ENG LOST RPM (FROM 2450 TO 1700 RPM), SO HE ABORTED THE TAKEOFF. THE ACFT PORPOISED ABOUT 3 TIMES & CONTINUED OFF THE END OF THE RWY & CAME TO REST IN A BAY. A WITNESS SAID THE ENG WAS CUTTING OUT DURING BOTH ATTEMPTS TO TAKEOFF.

Brief of Accident (Continued)

File No. - 3362

8/02/83

ATLANTIC CITY,NJ

A/C Reg. No. N9862G

Time (Lc1) - 1445 EDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

Finding(s)
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
3. ABORTED TAKEOFF - DELAYED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3275 9/06/83 ANDOVER, NJ A/C Reg. No. N9LH Time (Lcl) - 1815 EDT

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

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

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

Make/Model - PIPER PA-28RT-201T	Eng Make/Model - CONTINENTAL TS10-360-FB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	EASTON, PA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ELIOT, ME	Runway Ident - N/A
Wind Dir/Speed- 240/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 7440
ME LAND	Months Since - 3	Make/Model- 355
GLIDER	Aircraft Type - SGS2-33	Instrument- 824
		Multi-Eng - 4055
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 211
		Rotorcraft - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE ACFT WAS CLIMBING THRU ABOUT 7000 FT ON A HOT DAY, THE ENG ABRUPTLY LOST POWER. SEVERAL ATTEMPTS WERE MADE TO RESTART THE ENG, BUT TO NO AVAIL. WHILE ATTEMPTING TO RESTART, THE PLT NOTED THAT THE FUEL FLOW INDICATION WAS AT OR NEAR ZERO & THE BOOST PUMP HAD NO EFFECT ON THE READING. ALL OTHER ENG READINGS APPEARED NORMAL & THE MANIFOLD PRESSURE VARIED WITH THE THROTTLE POSITION WHILE THE PROP WAS WINDMILLING. AN EMERGENCY LANDING WAS MADE IN AN OPEN FIELD ON ROLLING TERRAIN, BUT THE PLT WAS UNABLE TO STOP BEFORE IT COLLIDED WITH TALL CORN AT THE END OF THE FIELD. AFTER STOPPING THE PLT TURNED THE FUEL SELECTOR OFF. BOTH FUEL TANKS WERE NEARLY FULL, BUT NO FUEL WAS FOUND IN THE GASCOLATOR OR ENG FUEL LINES. WHEN CHECKED AFTER THE ACCIDENT, FUEL WAS FREE TO FLOW FROM THE TANKS TO THE ENG. THREE 90 DEG BENDS WERE NOTED IN THE FUEL LINE BTN THE GASCOLATOR & ELEC BOOST PUMP. THE ACFT HAD BEEN SETTING IN HI TEMPS BFR TKOF. TURBC ENCTRD DRG CLB. POM RCMDS LOW AUX FUEL PRES FOR VAPOR SUPPRESSION. COND CONDUCIVE TO VAPOR LOCK

Brief of Accident (Continued)

File No. - 3275

9/06/83

ANDOVER,NJ

A/C Reg. No. N9LH

Time (Lc1) - 1815 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FUEL SYSTEM - UNDETERMINED
 2. WEATHER CONDITION - TEMPERATURE EXTREMES
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. WEATHER CONDITION - TURBULENCE
 5. FLUID,FUEL - OVERTEMPERATURE
 6. FUEL SYSTEM - PRESSURE TOO LOW
 7. FLUID,FUEL - STARVATION
 8. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN
 10. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3342 11/18/83 STOCKHOLM,NJ A/C Reg. No. N106Q Time (Lc1) - 1455 EST

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

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

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

Make/Model - BEECH K35	Eng Make/Model - CONTINENTAL IO-470-C1	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LINCOLN PARK,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 280/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 76	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 5691
SE LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - K35	Make/Model - 3050
		Instrument - 260
		Last 30 Days - 22
		Last 90 Days - 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 1544 EST, A BEECH K35 (BONANZA), N106Q, & A PIPER PA-34-200, N56670, COLLIDED WHILE THE ACFT WERE FLYING OVER THE VICINITY OF THE SPARTA VORTAC. THE BONANZA PLT WAS ON A LOCAL FLT WHILE THE PA-34 WAS ON A MULTI-ENG TRAINING FLT. THE STUDENT IN THE PA-34 STATED HE WAS USING A HOOD WHILE FLYING & HE BELIEVED HIS ACFT WAS FLYING STRAIGHT & LEVEL ON A HEADING OF APRX 240 DEG. HE DID NOT REMEMBER ANY INDICATION FROM THE INSTRUCTOR PLT (CFI) OF AN IMPENDING COLLISION. AFTER THE COLLISION, THE CFI TOOK CONTROL OF THE PA-34. THE STUDENT REMOVED HIS HOOD & SAW AN ACFT TO THE LEFT FRONT OF THE LEFT WING IN UNCONTROLLED FLT. THE CFI TOLD THE STUDENT TO SHUT DOWN EVERYTHING. THE STUDENT HESITATED THEN SHUT DOWN BOTH ENGS. SUBSEQUENTLY, THE PA-34 CRASH LANDED IN A WOODED AREA. THE BONANZA CRASHED IN A STEEP DESCENT & BURNED. DEBRIS WAS SCATTERED ALONG THE 265 DEG RADIAL OF THE VORTAC & V-419. THERE WERE INDICATIONS THE LEFT WING TIP OF N106Q HIT (NEAR HEAD-ON) WITH LEFT INBRD WING/FUSELAGE OF N56670. SUN ELEV 15 DEG. CFI SUFFOCATED, NOT WEARING SHLDR HARNESS.

Brief of Accident (Continued)

File No. - 3342

11/18/83

STOCKHOLM,NJ

A/C Reg. No. N106Q

Time (Lc1) - 1455 EST

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. LIGHT CONDITION - SUNGLARE
 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

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) 1,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3342 11/18/83 STOCKHOLM,NJ A/C Reg. No. N56670 Time (Lc1) - 1455 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	1	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	0	1	0	0
Accident Occurred During - CRUISE	Crew Pass	0	0	0	0

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

Make/Model - PIPER PA-34-200	Eng Make/Model - LYCOMING IO-360-C1E6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point CALDWELL,NJ	OFF AIRPORT/STRIP
Method - N/A	Destination SUSSEX,NJ	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- 280/012 KTS	Type of Clearance - NONE	Runway Surface - N/A
Visibility - 20.0 SM	Type Apch/Lndg - NONE	Runway Status - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 9500
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 1455 EST, A BEECH K35 (BONANZA), N106Q, & A PIPER PA-34-200, N56670, COLLIDED WHILE THE ACFT WERE FLYING OVER THE VICINITY OF THE SPARTA VORTAC. THE BONANZA PLT WAS ON A LOCAL FLT WHILE THE PA-34 WAS ON MULTI-ENG TRAINING FLT. THE STUDENT IN THE PA-34 STATED HE WAS USING A HOOD WHILE FLYING & HE BELIEVED HS ACFT WAS FLYING STRAIGHT & LEVEL ON A HEADING OF APRX 240 DEG. HE DID NOT REMEMBER ANY INDICATION FROM THE INSTRUCTOR PLT (CFI) OF AN IMPENDING COLLISION. AFTER THE COLLISION, THE CFI TOOK CONTROL OF THE PA-34. THE STUDENT REMOVED HIS HOOD & SAW AN ACFT TO THE LEFT FRONT OF THE LEFT WING IN UNCONTROLLED FLT. THE CFI TOLD THE STUDENT TO SHUT DOWN EVERYTHING. THE STUDENT HESITATED THEN SHUT DOWN BOTH ENGS. SUBSEQUENTLY, THE PA-34 CRASH LANDED IN A WOODED AREA. THE BONANZA CRASHED IN A STEEP DESCENT & BURNED. DEBRIS WAS SCATTERED ALONG THE 265 DEG RADIAL OF THE VORTAC & V-419. THERE WAS INDICATIONS THE LEFT WING TIP OF N106Q HIT (NEAR HEAD-ON) WITH LEFT INBRD WING/FUSELAGE OF N56670. SUN ELEV 15 DEG. CFI SUFFOCATED, NOT WEARING SHLDR HARNESS.

Brief of Accident (Continued)

File No. - 3342

11/18/83

STOCKHOLM,NJ

A/C Reg. No. N56670

Time (Lc1) - 1455 EST

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

4. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE
5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND(CFI)

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

Finding(s)

6. OBJECT - TREE(S)
7. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - NOT ENGAGED
8. MISCELLANEOUS EQUIPMENT - NOT USED - PILOT IN COMMAND(CFI)

----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) 1,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3334 12/17/83 STOCKTON,NJ A/C Reg. No. N12EG Time (Lcl) - 1118 EST

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

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

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

Make/Model - BEECH T-34A	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MANVILLE,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 300/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1397
SE LAND,SE SEA	Months Since - 17	Make/Model- 47
	Aircraft Type - SCOUT	Instrument- 95
		Multi-Eng - 11
		Last 24 Hrs - 1
		Last 30 Days- 12
		Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO THE ACCIDENT, THE ACFT WAS OBSERVED IN AEROBATIC TYPE MANEUVERS. ACCORDING TO ONE WITNESS, HE SAW THE ACFT ENTER A DESCENT AFTER IT HAD COMPLETED A ROLL MANEUVER. IT WAS STILL IN A STEEP DESCENT WHEN HE LOST SIGHT OF THE ACFT DUE TO TREES. THE ACFT IMPACTED WITH TREES IN A WOODED AREA WHILE STILL DESCENDING AT A SHALLOW ANGLE. THE TREES WERE UP TO 45 FT TALL. THE DISTANCE FROM THE INITIAL IMPACT POINT WITH THE TREES TO THE LAST PIECE OF DEBRIS WAS 511 FT.

Brief of Accident (Continued)

File No. - 3334

12/17/83

STOCKTON,NJ

A/C Reg. No. N12EG

Time (Lcl) - 1118 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. OBJECT - TREE(S)
 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) 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. - 3335 12/30/83 FARMINGDALE, NJ A/C Reg. No. N37123 Time (Lcl) - 1140 EST

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

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

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

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-AK4	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	FARMINGDALE, NJ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ALLAIRE
Wind Dir/Speed- 300/015 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 50
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 237
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - PA-23	Make/Model- UNK/NR
		Instrument- 38
		Last 30 Days- 3
		Last 90 Days- 14
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT "AT 450 MSL FUEL PRESSURE WENT TO ZERO. THE PLT VERIFIED THE BOOST PUMP WAS ON, THEN THE ENG QUIT. HE LOWERED THE NOSE, SWITCHED FUEL TANKS. HE COULD NOT MAKE RUNWAY AND SAW CLEARING TO THE LEFT OF THE RUNWAY. WITNESSES REPORTED HEARING THE ACFT BACKFIRE, TURN, AND PLUNGE TO THE GROUND IN A NEAR VERTICAL ATTITUDE. INVESTIGATION REVEALED NO CONDITION WHICH WOULD CONTRIBUTE TO AN ENG FAILURE.

Brief of Accident (Continued)

File No. - 3335

12/30/83

FARMINGDALE, NJ

A/C Reg. No. N37123

Time (Lc1) - 1140 EST

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. STALL - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3214 7/17/83 RUTHERON,NM A/C Reg. No. N8198B Time (Lcl) - 0815 MDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	EL VADO,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EDGEWOOD,NM	Runway Ident - UNK/NR
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 718
SE LAND,ME LAND	Months Since - 6	Make/Model- 489
	Aircraft Type - UNK/NR	Instrument- 17
		Multi-Eng - 25
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND INADVERTANTLY AFTER DROPPING EMERGENCY DRILLING EQUIPMENT AT A DRILLING SITE. THE PLT WAS MAKING ANOTHER PASS TO CHECK ON THE DROP WHEN THE ACFT STARTED TO DESCEND. IN SPITE OF POWER APPLICATION THE ACFT DESCENDED INTO AN AREA OF TREES AND POLES. THE ENGINE WAS STILL RUNNING AFTER IMPACT AND WAS SECURED BY THE PLT. THE SITE ALTITUDE WAS 7500 FT. POST ACCIDENT INVESTIGATION REVEALED BLACK AND GRAY SOOT ON THE SPARK PLUGS WHICH IS "INDICATIVE OF A RICH MIXTURE." THE PLT HAD APPROACHED AT 70 KTS IAS WITH 10-20 DEGREES OF FLAPS.

Brief of Accident (Continued)

File No. - 3214

7/17/83

RUTHERON,NM

A/C Reg. No. N8198B

Time (Lc1) - 0815 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 5. IGNITION SYSTEM, SPARK PLUG - CONTAMINATION
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3228 7/18/83 SILVER CITY,NM A/C Reg. No. N4830S Time (Lcl) - 0850 CDT

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

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

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

Make/Model - CESSNA T182RG	Eng Make/Model - LYCOMING O-540-L3C5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SILVER CITY,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EL PASO,TX	WHISKEY CREEK
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 17
Visibility - 80.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1630
SE LAND	Months Since - 12	Make/Model- 388
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING SHORTLY AFTER TAKEOFF WHEN THE ENGINE FAILED. WHILE CLIMBING THROUGH 200 FT AGL THE ACFT LOST POWER. THE PLT MADE A GEAR UP LANDING. THE ENGINE WAS EXAMINED AFTER THE ACCIDENT AND THE MAGNETO TIMING WAS FOUND TO BE INCORRECT. ALSO THE MAGNETO CAM RETAINING SCREW WAS LOOSE. THIS ACFT HAS A DUAL MAGNETO WITH ONE DRIVE. THEREFORE THE LOOSE SCREW ALLOWED BOTH MAGS TO BE OUT OF TIME RESULTING IN POWER LOSS OR ENGINE FAILURE. AFTER THE MAGNETOS WERE TIMED THE ENGINE RAN NORMALLY.

Brief of Accident (Continued)

File No. - 3228

7/18/83

SILVER CITY,NM

A/C Reg. No. N4830S

.Time (Lc1) - 0850 CDT

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

Finding(s)

1. IGNITION SYSTEM,MAGNETO - INCORRECT
 2. MAINTENANCE,INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
 3. IGNITION SYSTEM,MAGNETO - LOOSE
 4. MAINTENANCE,ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
-

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

Finding(s)

5. WHEELS UP LANDING - INTENTIONAL - 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. - 3229 7/29/83 LORDSBURG, NM A/C Reg. No. N1040D Time (Lcl) - 1230 MDT

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

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

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

Make/Model	- CESSNA 190	Eng Make/Model	- CONTINENTAL W-670-23	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 5	Rated Power	- 240 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	ALBUQUERQUE, NM		Airport Data	
Completeness	- N/A	Destination		LORDSBURG	
Basic Weather	- VMC	SAME AS ACC/INC		Runway Ident	- 30
Wind Dir/Speed	- VARIABLE/010 KTS	ATC/Airspace		Runway Lth/Wid	- 5000/ 50
Visibility	- 7.0 SM	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- DRY
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 783	Last 24 Hrs - 4
SE LAND	Months Since - 7	Make/Model - 20	Last 30 Days - 4
	Aircraft Type - UNK/NR	Instrument - 108	Last 90 Days - 4
		Multi-Eng - 147	Rotorcraft - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT GROUNDLOOPE OFF THE RWY DURING LANDING. WHEN THE PLT ATTEMPTED TO STEER THE ACFT BACK ONTO THE RWY THE LEFT MAIN LANDING GEAR COLLAPSED. THE PLT HAD LANDED ON RWY 30 AND AFTER LANDING THE ACFT WENT OFF THE LEFT SIDE OFF THE RWY. THE PLT THEN STEERED BACK ACROSS THE RWY TO THE RIGHT SIDE OF THE RWY HEADING 030 DEGREES. THE WINDS WERE VARIABLE AT 10-20 KTS.

Brief of Accident (Continued)

File No. - 3229

7/29/83

LORDSBURG,NM

A/C Reg. No. N1040D

Time (Lc1) - 1230 MDT

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

Finding(s)

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

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

Finding(s)

5. 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) 3

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. - 3231 8/19/83 LINDRETH,NM A/C Reg. No. N5230P Time (Lcl) - 1945 MDT

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

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

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

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	HOBBS,NM	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LINDRITH
Wind Dir/Speed- VARIABLE/010 KTS	ATC/Airspace	Runway Ident - 25
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3450/ 75
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 200
SE LAND	Months Since - 3	Make/Model- 37
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE WAS APPROACHING THE RWY AT 90 MPH WITH FULL FLAPS AND AT 300 FT AGL HE HIT A DOWNDRAFT. HE ADDED POWER AND RAISED THE NOSE BUT COULD NOT STOP THE DESCENT.

Brief of Accident (Continued)

File No. - 3231

8/19/83

LINDRETH,NM

A/C Reg. No. N5230P

Time (Lc1) - 1945 MDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3286 9/05/83 LOS ALAMOS,NM A/C Reg. No. N2380E Time (Lcl) - 1630 MDT

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 88
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 12
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS UNABLE TO CLIMB ABOVE LOCAL MOUNTAINOUS TERRAIN & ATTEMPTED TO MAKE A 180 DEG TURN. THE ACFT STALLED & CRASHED ON REDONDO PEAK.

Brief of Accident (Continued)

File No. - 3286

9/05/83

LOS ALAMOS,NM

A/C Reg. No. N2380E

Time (Lcl) - 1630 MDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3216 11/28/83 LOS LUNAS, NM A/C Reg. No. N76119 Time (Lcl) - 1417 MST

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

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

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

Make/Model - CESSNA 140	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	MID VALLEY AIR PARK
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 17
Visibility - 80.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4360/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 6587
SE LAND,ME LAND	Months Since - 14	Make/Model- 22
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 144
		Multi-Eng - 4535
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 20
		Rotorcraft - 567

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS WAS TO BE THE STUDENT'S FIRST FLT & THE CFI HAD HIM FOLLOW THROUGH ON THE CONTROLS. AS THE TAIL CAME OFF THE RWY THE STUDENT BEGAN OVERPOWERING THE CFI AT THE CONTROLS. THE CFI WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL & THE ACFT WENT OFF THE RWY INTO A DRAINAGE DITCH.

Brief of Accident (Continued)

File No. - 3216

11/28/83

LOS LUNAS,NM

A/C Reg. No. N76119

Time (Lc1) - 1417 MST

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

Finding(s)

1. RUDDER - IMPROPER USE OF - FLIGHT INSTRUCTOR(ON GROUND)
 2. CONTROL INTERFERENCE - INADVERTENT - FLIGHT INSTRUCTOR(ON GROUND)
 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND(CFI)
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
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. - 3251 12/12/83 GALLUP, NM A/C Reg. No. N3957P Time (Lcl) - 1345 MST

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

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

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1840	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GALLUP, NM	Runway Ident - N/A
Wind Dir/Speed- 300/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 3000 FT	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS TAKING OFF FROM A DIRT ROAD WHEN THE ENG LOST POWER SHORTLY AFTER LIFT-OFF. SUBSEQUENTLY, THE LEFT MAIN GEAR COLLAPSED DURING A HARD/FORCED LANDING.

Brief of Accident (Continued)

File No. - 3251

12/12/83

GALLUP, NM

A/C Reg. No. N3957P

Time (Lc1) - 1345 MST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3325 12/27/83 MARQUEZ,NM A/C Reg. No. N9121S Time (Lc1) - 1230 MST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PUEBLO, CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PRESCOTT, AZ	Runway Ident - N/A
Wind Dir/Speed- 290/016 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - IFR	Runway Surface - SNOW
Lowest Sky/Clouds - 5000 FT	Type of Clearance - IFR	Runway Status - SNOW - WET
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1313
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 10
	Aircraft Type - B-58	Make/Model- 26
		Last 30 Days- 26
		Instrument- 84
		Last 90 Days- 28
		Multi-Eng - 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS FLOWN AT ALTITUDES UP TO 15000 FT IN AREAS OF FORECAST ICING. THE ACFT WAS NOT EQUIPPED WITH OXYGEN. THE ACFT WAS FLOWN ABOVE 14000 FT FOR ABOUT 20 MINUTES AFTER WHICH IT DESCENDED INTO ICING CONDITIONS. SHORTLY THEREAFTER, THE ACFT MADE A CLIMB UNDER ATC DIRECTIONS AND THEN RADAR SHOWED IT MAKING A RAPID DESCENT. THE PLT HAD TOLD THE CONTROLLER THAT THE ACFT HAD PICKED UP ABOUT 1/2 INCH OF RIME ICE. RADAR CONTACT WAS LOST SHORTLY AFTER A READOUT AT 10400 FT. FURTHER ATTEMPTS AT COMMUNICATIONS FAILED. LATER, THE ACFT WAS FOUND WHERE IT HAD CRASHED IN A STEEP, VERTICALLY BANKED DIVE AT A HIGH RATE OF SPEED. RIME ICE WAS FOUND IN THE SNOW NEXT TO THE ELEVATOR COUNTERWEIGHT. THE ELEVATOR TRIM WAS FOUND TRIMMED TO A NOSE-UP POSITION. THE ACFT WAS EQUIPPED WITH DEICING/ANTI-ICING EQUIPMENT & AN AUTOPILOT.

Brief of Accident (Continued)

File No. - 3325

12/27/83

MARQUEZ,NM

A/C Reg. No. N9121S

Time (Lc1) - 1230 MST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
 2. WEATHER CONDITION - ICING CONDITIONS
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. WING - ICE
-

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

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) 1,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3305 6/01/83 NORTH LAS VEGAS,NV A/C Reg. No. N6293Q Time (Lcl) - 1449 PDT

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

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

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

Make/Model	- CESSNA 401A	Eng Make/Model	- CONTINENTAL TS10-520-E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	SANTA ANA,CA		Airport Data	
Completeness	- WEATHER NOT PERTINENT	Destination		NORTH LAS VEGAS	
Basic Weather	- VMC	NORTH LAS VEGAS,NV		Runway Ident	- 22
Wind Dir/Speed	- 170/029 KTS	ATC/Airspace		Runway Lth/Wid	- 3270/ 65
Visibility	- 20.0 SM	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	Runway Status	- DRY
Lowest Ceiling	- NONE	Type Apch/Lndg	- FULL STOP		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 4021	Last 24 Hrs - 7
SE LAND,ME LAND	Months Since - 17	Make/Model - 743	Last 30 Days - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument - 115	Last 90 Days - 182
		Multi-Eng - 1513	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFTS MAIN LANDING GEAR COLLAPSED DURING LANDING TOUCHDOWN. AFTER THE RIGHT MAIN GEAR COLLAPSED THE ACFT VEERED TO THE RIGHT AND CAME TO REST ABOUT 600 FT BEYOND THE THRESHOLD AND 90 FT NORTHWEST OF THE RWY EDGE. AN FAA INSPECTOR SAID "IT APPEARS THAT AN ADJUSTING SCREW (P/N 0841113-1) ON THE RETRACTION LINKAGE FAILED. THIS CAUSED THE RIGHT MAIN GEAR TO RETRACT AND SHEAR A BOLT (P/N NAS 46404-26) ON THE BELLCRANK ASSEMBLY." ACCORDING TO A CESSNA REPRESENTATIVE THE FAILURE COULD BE THE RESULT OF WEAR OR MISRIGGING. THE COMPANY OWNING AND OPERATING THE ACFT CEASED FLT OPERATIONS ABOUT SIX MONTHS AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3305

6/01/83

NORTH LAS VEGAS, NV

A/C Reg. No. N6293Q

Time (Lc1) - 1449 PDT

Occurrence

MAIN GEAR COLLAPSED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3205 9/16/83 EMPIRE,NV A/C Reg. No. N9881E Time (Lcl) - 1700 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GERLACH,NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PRIVATE
Wind Dir/Speed- 190/005 KTS		Runway Ident - 06
Visibility - 40.0 SM	ATC/Airspace	Runway Lth/Wid - 1500/ 40
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 483
SE LAND	Months Since - 14	Make/Model- 185
	Aircraft Type - C-182P	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 118

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT A GUST OF WIND BLEW THE ACFT HALF WAY DOWN THE RWY. THE TOUCHDOWN WAS LONG AND THE ACFT RAN OFF THE END OF THE RWY INTO A DIRT BANK AND NOSED OVER. WINDS WERE GUSTING TO 20 KTS.

Brief of Accident (Continued)

File No. - 3205

9/16/83

EMPIRE,NV

A/C Reg. No. N9881E

Time (Lc1) - 1700 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

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

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3312 4/03/83 CAPTREE ISLAND, NY A/C Reg. No. N8219L Time (Lc1) - 1906 EST

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

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

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

Make/Model	- PIPER PA-28RT-201	Eng Make/Model	- LYCOMING IO-360-C1C6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	OFF AIRPORT/STRIP	
Method	- TELEPHONE		
Completeness	- FULL	Airport Data	
Basic Weather	- IMC	REPUBLIC	
Wind Dir/Speed	- 360/010 KTS	Runway Ident	- 32
Visibility	- 1.500 SM	Runway Lth/Wid	- 6827/ 150
Lowest Sky/Clouds	- 400 FT	Runway Surface	- MACADAM
Lowest Ceiling	- 400 FT OVERCAST	Runway Status	- WET
Obstructions to Vision	- FOG		
Precipitation	- RAIN		
Condition of Light	- DUSK		

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

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 671	Last 24 Hrs - 5
SE LAND	Months Since - 20	Make/Model- UNK/NR	Last 30 Days- 8
	Aircraft Type - UNK/NR	Instrument- 56	Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT CONTACTED THE ISLAP WEST ARRIVAL CONTROLLER WITH THE INTENTION OF LANDING AT ISLAP, NY. HOWEVER, ISLAP WAS BELOW MINS, SO THE PLT DIVERTED TOWARD FARMINGDALE, NY & ASKED ABOUT THE WX THERE. THE ISLAP CONTROLLER COORDINATED THE DIVERSION WITH THE FARMINGDALE/REPUBLIC TOWER & TOLD THE PLT TO EXPECT A BACK COURSE ILS APCH TO RWY 32. ALSO, HE TOLD THE PLT TO CHANGE TO NY APCH CONTROL & SAID THEY WOULD HAVE FARMINGDALE'S WX & WOULD PROVIDE VECTORS. THE PLT CONTACTED APCH CONTROL, BUT DID NOT INQUIRE FURTHER ABOUT THE WX, NOR DID APCH CONTROL PROVIDE IT. THE CONTROLLER VECTORED THE PLT THRU THE LOCALIZER, THEN BACK TO IT. THE PLT WAS CLEARED FOR THE APCH & WAS INSTRUCTED TO CONTACT THE TOWER AT 1 1/2 MI FROM THE FINAL APCH FIX (FAF). HE HAD DIFFICULTY TURNING ONTO THE LOCALIZER & BEGAN A MISSED APCH APRX 2 MI AFTER PASSING THE FAF. HIS INTENTION WAS STILL TO LAND AT FARMINGDALE. HE WAS INSTRUCTED TO CLIMB TO 2000 FT & WAS PROVIDED VECTORS FOR ANOTHER APCH. HOWEVER, HE DID NOT MAINTAIN ALT & SUBSEQUENTLY CRASHED IN A MARSH. NO PREIMPACT FAILURE FND.

Brief of Accident (Continued)

File No. - 3312

4/03/83

CAPTREE ISLAND,NY

A/C Reg. No. N8219L

Time (Lc1) - 1906 EST

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

Finding(s)

1. WEATHER CONDITION - BELOW APPROACH MINIMUMS
2. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
3. IN FLIGHT WEATHER ADVISORIES - NOT ISSUED - ATC PERSONNEL(DEP/APCH)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

4. LIGHT CONDITION - DUSK
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - RAIN
7. WEATHER CONDITION - FOG
8. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
9. MISSED APPROACH - PERFORMED - PILOT IN COMMAND
10. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
11. SAFETY ADVISORY - NOT ISSUED - ATC PERSONNEL(DEP/APCH)
12. 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) 10,12

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7,8,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3329 7/22/83 BROOKLYN, NY A/C Reg. No. N5328X Time (Lc1) - 0847 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-WATERFRONT AIRWAYS, INC.	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	1	2	0	0
Accident Occurred During	-APPROACH		Other	2	0	0	0

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

Make/Model	- CESSNA U206G	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	ATLANTIC HIGH, NJ	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	MANHATTAN, NY	Runway Ident
Wind Dir/Speed	- 340/015 KTS	ATC/Airspace	- N/A
Visibility	- 25.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE	- FORCED LANDING	
Precipitation	- UNK/NR		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 20000
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 4	Make/Model	- UNK/NR
	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- 3
		Last 30 Days	- UNK/NR
		Last 90 Days	- 7
		Rotorcraft	- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

A CESSNA U206G FLOAT PLANE, N5328X, & A BELL 206A POLICE HELICOPTER, N4797R, COLLIDED IN FLT OVER BROOKLYN, NY. THE AIRCREW OF THE POLICE HELICOPTER WERE ON A TRAFFIC OBSERVATION FLT & HAD JUST REPORTED TRAFFIC CONDITIONS IN THE VICINITY OF A TOLL STATION WHEN THE COLLISION OCCURRED. THE FLOAT PLANE WAS ARRIVING ON AN AIR TAXI FLT TO THE WALL STREET AREA OF MANHATTAN, NY. A SURVIVING PASSENGER OF THE FLOAT PLANE SAID IT WAS IN A LEFT TURN WHEN SHE SAW THE HELICOPTER, JUST PRIOR TO THE MID-AIR COLLISION. THE HELICOPTER CRASHED THRU THE ROOF OF AN UNOCCUPIED GARAGE BUILDING. THE FLOAT PLANE MADE AN EMERGENCY DESCENT, WOBBLING SIDE-TO-SIDE, & CRASHED IN THE EAST RIVER. THE 2 REAR SEAT PASSENGERS EGRESSSED BEFORE THE PLANE SANK. THE PLT & FRONT SEAT PASSENGER WERE INJURED & DROWNED. DIVER'S BELIEVED THAT NEITHER OF THE FRONT SEAT OCCUPANTS WERE USING THEIR SHOULDER HARNESSSES. THE RIGHT FRONT SEAT PASSENGER'S SHOULDER HARNESS WAS FOUND STOWED.

Brief of Accident (Continued)

File No. - 3329

7/22/83

BROOKLYN, NY

A/C Reg. No. N5328X

Time (Lc1) - 0847 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. DESCENT - UNCONTROLLED -

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

Finding(s)

4. MISC EQPT/FURNISHINGS, SHOULDER HARNESS - NOT ENGAGED
5. MISCELLANEOUS EQUIPMENT - NOT USED - PILOT IN COMMAND
6. MISC EQPT/FURNISHINGS, SHOULDER HARNESS - NOT ENGAGED
7. MISCELLANEOUS EQUIPMENT - NOT USED - PASSENGER

----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) 5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3329 7/22/83 BROOKLYN,NY A/C Reg. No. N4797R Time (Lcl) - 0847 EDT

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

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

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

Make/Model - BELL 206A	Eng Make/Model - ALLISON 250-C18	ELT Installed/Activated - NO -N/A
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOSHAFT	
No. of Seats - 2	Rated Power - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BROOKLYN,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 340/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 8040
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 2600
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 150
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 180

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA U206G FLOAT PLANE, N5328X, & A BELL 206A POLICE HELICOPTER, N4797R, COLLIDED IN FLT OVER BROOKLYN, NY. THE AIRCREW OF THE POLICE HELICOPTER WERE ON A TRAFFIC OBSERVATION FLT & HAD JUST REPORTED TRAFFIC CONDITIONS IN THE VICINITY OF A TOLL STATION WHEN THE COLLISION OCCURRED. THE FLOAT PLANE WAS ARRIVING ON AN AIR TAXI FLT TO THE WALL STREET AREA OF MANHATTAN, NY. A SURVIVING PASSENGER OF THE FLOAT PLANE SAID IT WAS IN A LEFT TURN WHEN SHE SAW THE HELICOPTER, JUST PRIOR TO THE MID-AIR COLLISION. THE HELICOPTER CRASHED THRU THE ROOF OF AN UNOCCUPIED GARAGE BUILDING. THE FLOAT PLANE MADE AN EMERGENCY DESCENT, WOBBLING SIDE-TO-SIDE, & CRASHED IN THE EAST RIVER. THE 2 REAR SEAT PASSENGERS EGRESSSED BEFORE THE PLANE SANK. THE PLT & FRONT SEAT PASSENGER WERE INJURED & DROWNED. DIVER'S BELIEVED THAT NEITHER OF THE FRONT SEAT OCCUPANTS WERE USING THEIR SHOULDER HARNESSSES. THE RIGHT FRONT SEAT PASSENGER'S SHOULDER HARNESS WAS FOUND STOWED.

Brief of Accident (Continued)

File No. - 3329

7/22/83

BROOKLYN, NY

A/C Reg. No. N4797R

Time (Lcl) - 0847 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3337 9/21/83 ARKVILLE, NY A/C Reg. No. N6657R Time (Lc1) - 1500 EDT

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

Type Operating Certificate-COMMUTER	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -POSITIONING	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -CRUISE					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ATLANTIC CITY, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	ONEONTA, NY	Runway Ident - N/A
Wind Dir/Speed- 200/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 11900
SE LAND, ME LAND	Months Since - 5	Make/Model- 4000
	Aircraft Type - BE-58	Instrument- 135
		Multi-Eng - 7400
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO TAKING OFF, THE PLT ADVISED COMPANY PERSONNEL THAT HE PLANNED TO FLY VFR-ON-TOP AT 8500 FT MSL. HE PLANNED TO DEPART AT 1400 EDT, BUT DID NOT SPECIFY HIS ROUTE OF FLT. WHEN THE ACFT DID NOT ARRIVE, A SEARCH WAS INITIATED, IT WAS FOUND WHERE IT HAD CRASHED NEAR THE TOP OF A MOUNTAIN AT AN ELEVATION OF ABOUT 3760 FT. AN EXAM OF THE CRASH SIDE REVEALED THE ACFT HAD IMPACTED IN LEVEL FLT. NO EVIDENCE OF A PREIMPACT/MECHANICAL MALFUNCTION OF FAILURE WAS FOUND. A FOREST RANGER IN THE VICINITY AT APRX THE SAME ALTITUDE SAID THE VISIBILITY WAS ABOUT 100 FT IN FOG & RAIN WAS FALLING. OTHER PERSONS IN THE AREA SAID THE MOUNTAINS WERE OBSCURED, THE SKY WAS OVERCAST, HEAVY RAIN WAS FALLING & THE WIND WAS STRONG.

Brief of Accident (Continued)

File No. - 3337

9/21/83

ARKVILLE, NY

A/C Reg. No. N6657R

Time (Lcl) - 1500 EDT

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

Finding(s)

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

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

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 9. 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) 7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3316 12/12/83 NEWBURGH,NY A/C Reg. No. N6774R Time (Lcl) - 1856 EST

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

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

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

Make/Model - CESSNA 425	Eng Make/Model - P & W PT6A-112	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8200	Engine Type - TURBOPROP	
No. of Seats - 6	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	WICHITA,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	WHITE PLAINS,NY	STEWART
Wind Dir/Speed- 340/006 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 11818/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 800 FT BROKEN	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 8636
SE LAND,ME LAND	Months Since - 3	Make/Model- 26
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 821
		Multi-Eng - 7408
		Last 24 Hrs - 6
		Last 30 Days- 36
		Last 90 Days- 113
		Rotorcraft - 79

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING ARRIVAL, THERE WERE INDEFINITE DELAYS AT WHITE PLAINS, NY, SO THE PLT DIVERTED TO NEWBURGH, NY. HE WAS VECTORED FOR AN ILS RWY 9 APCH. WHILE EN ROUTE, THE PLT REQUESTED & WAS GIVEN THE ILS FREQ, MINS FOR THE APCH, THE ARPT ELEVATION (491 FT MSL), THE NEWBURGH WX & THE FREQ FOR THE OUTER COMPASS LOCATOR (EVEN THO, CURRENT APCH CHARTS WERE ON BOARD). HE WAS CLEARED FOR THE APCH, BUT THE ACFT HIT TREES & CRASHED, 2.58 MI WEST OF RWY 9. ELEVATION OF THE CRASH SITE WAS ABOUT 580 FT. THE MIN DSCNT ALT (MDA) FOR THE APCH WAS 682 FT. AN EXAM OF THE WRECKAGE REVEALED NO PREIMPACT PART MALFUNCTION OR FAILURE. THE PLT WAS REQUIRED TO WEAR LENSES TO CORRECT HIS VISION. THE AREA FORCAST CALLED FOR ICING, TURBULENCE, LOW LEVEL WIND SHEAR, LOW CEILINGS, RAIN, DRIZZLE, FOG & A CHANCE OF LIGHT FREEZING RAIN/DRIZZLE. REPORTEDLY THE PLT RECEIVED A FULL WX BRIEFING, BUT WAS NOT BRIEFED ON SIGMETS JULIETT 7 & LIMA 4 WHICH CALLED FOR MODERATE TO SEVERE TURBULENCE & LOW LEVEL WIND SHEAR AND OCCASIONAL MODERATE TO SEVERE MIXED/CLEAR ICG IN CLDS & PRECIP BLO 8000 FT.

Brief of Accident (Continued)

File No. - 3316

12/12/83

NEWBURGH,NY

A/C Reg. No. N6774R

Time (Lc1) - 1856 EST

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

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - IMPROPER - ATC PERSONNEL(FSS)
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
 3. APPROACH AIDS - CONGESTED
 4. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
 5. LIGHT CONDITION - DARK NIGHT
 6. WEATHER CONDITION - ICING CONDITIONS
 7. WEATHER CONDITION - TURBULENCE
 8. WEATHER CONDITION - LOW CEILING
 9. WEATHER CONDITION - RAIN
 10. WEATHER CONDITION - FOG
 11. WEATHER CONDITION - UNFAVORABLE WIND
 12. WEATHER CONDITION - WINDSHEAR
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

13. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 14. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

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

Factor(s) relating to this accident is/are finding(s) 3,5,6,7,8,9,10,11,12,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3236 12/14/83 BUFFALO, NY A/C Reg. No. N87291 Time (Lcl) - 0408 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-AIR CENTRAL, INC.	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 135	UNK/NR	Pass	0	0	0	0
Accident Occurred During	-APPROACH						

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

Make/Model	- CESSNA 310R	Eng Make/Model	- CONTINENTAL IO-520-M	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- UNK/NR	Rated Power	- 285 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method	- UNK/NR	WINDSOR LOCKS, CT	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- UNK/NR	BUFFALO, NY	BUFFALO INT'L
Wind Dir/Speed	- 350/006 KTS	ATC/Airspace	Runway Ident - 05
Visibility	- UNK/NR	Type of Flight Plan	- IFR
Lowest Sky/Clouds	- 200 FT PART OBS	Type of Clearance	- IFR
Lowest Ceiling	- 300 FT OVERCAST	Type Apch/Lndg	- ILS-COMPLETE
Obstructions to Vision	- FOG		
Precipitation	- DRIZZLE		
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - UNK/NR	Last 24 Hrs - UNK/NR
ME LAND	Months Since - 3	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - PA-31	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH LAKE ERIE DURING ILS APPROACH TO RWY 05 AT BUFFALO, NY. THE ACFT HAD BEEN DESCENDED TO 3000 FT AND THE PLT REPORTED TURNING INBOUND FROM DUNKIRK VOR TO THE ILS. HE WAS CLEARED FOR THE APPROACH AND TOLD TO REPORT THE OUTER MARKER TO WHICH HE ACKNOWLEDGED. ABOUT ONE MINUTE LATER THE PLT REQUESTED THE SURFACE WINDS AND AFTER RECEIVING THEM ACKNOWLEDGED WITH AN "OK". THERE WERE NO FURTHER TRANSMISSIONS. ATTEMPTS TO RE-ESTABLISH COMMUNICATIONS WERE UNSUCCESSFUL. THE LAST RECORDED RADAR DATA ON THE ACFT AT 0408:42 SHOWED THE ACFT AT AN ALTITUDE OF 2500 FT ON A HEADING OF 55 DEGREES AT 154 KTS AND ABOUT 13 MILES FROM THE AIRPORT. SOME WRECKAGE ASSOCIATED WITH THE ACFT WAS LOCATED BY THE COAST GUARD ABOUT 2 HOURS LATER AT 12 MILES FROM THE ARPT.

Brief of Accident (Continued)

File No. - 3236

12/14/83

BUFFALO, NY

A/C Reg. No. N87291

Time (Lc1) - 0408 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. UNDETERMINED
 3. TERRAIN CONDITION - WATER, GLASSY
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3297 12/28/83 NEW YORK, NY A/C Reg. No. N79750 Time (Lcl) - 1725 EST

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

Type Operating Certificate	- AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage		Injuries			
Name of Carrier	- CONTINENTAL AIRLINES	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	- SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0	7
Flight Conducted Under	- 14 CFR 121	NONE	Pass	0	0	0	120
Accident Occurred During	- LANDING						

-----Aircraft Information-----

Make/Model	- BOEING 727-224	Eng Make/Model	- P & W JT8D-15	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 190500	Engine Type	- TURBOFAN		
No. of Seats	- 146	Rated Power	- 15500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity		
Wx Briefing	- COMPANY	Last Departure Point	ON AIRPORT		
Method	- IN PERSON	DENVER, CO			
Completeness	- FULL	Destination	Airport Data		
Basic Weather	- IMC	SAME AS ACC/INC	LA GUARDIA		
Wind Dir/Speed	- 180/028 KTS		Runway Ident	- 13	
Visibility	- 2.000 SM	ATC/Airspace	Runway Lth/Wid	- 7000/ 150	
Lowest Sky/Clouds	-	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 500 FT BROKEN	Type of Clearance	- IFR	Runway Status	- WET
Obstructions to Vision	- FOG	Type Apch/Lndg	- ILS-COMPLETE		
Precipitation	- RAIN				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, COMMERCIAL, FLT ENG	Current - YES	Total	- 11750
SE LAND, ME LAND	Months Since - 4	Make/Model	- 6100
	Aircraft Type - B-727	Instrument	- 213
		Multi-Eng	- 9825
		Last 24 Hrs	- 4
		Last 30 Days	- 79
		Last 90 Days	- 231

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING APCH THE CREW WAS ADVISED OF A WINDSHEAR ON FINAL APCH OF +10 TO -15 KTS AT 700 FT & 400 FT AGL. WINDS WERE REPORTED 170 DEG AT 26 KTS GUSTING TO 40 KTS. THE PLT ADDED 20 KTS TO HIS V-REF SPEED OF 132 KTS & SELECTED AUTO-SPOILER DEPLOYMENT. PRIOR TO TOUCHDOWN CREW WAS ADVISED AGAIN OF A WINDSHEAR ALERT IN SEVERAL QUADRANTS. AFTER TOUCHDOWN THE ACFT BOUNCED & THE AUTO-SPOILERS DEPLOYED. THE ACFT TOUCHED DOWN AGAIN IN WHAT THE CREW DESCRIBED AS A FIRM LANDING. THE FLT ENGR FOUND NO APPARENT DAMAGE SO THE CREW DID NOT WRITE IT UP AS A HARD LANDING. ON 12/31 DAMAGE WAS FOUND ON THE UPPER CROWN OF THE FUSELAGE BETWEEN STATIONS 660 & 680 FROM STRINGER S-10 LEFT TO S-10 RIGHT. LATER INSPECTIONS REVEALED NOSE GEAR DAMAGE ALSO. FLT RECORDER READ-OUT INDICATED THAT THE APPROACH SPEED VARIED FROM 143 TO 170 KTS WITH A TOUCHDOWN SPEED OF 163 KTS. SIGNIFICANT WINDSHEAR EXISTED BELOW 1,000 FT MSL & MODERATE TO SEVERE TURBULENCE EXISTED BELOW 5,000 FT MSL. UPDRAFTS & DOWNDRAFTS EXISTED BELOW 100 FT AGL DUE TO CONVERGENCE/DIVERGENCE OF THE WINDS.

Brief of Accident (Continued)

File No. - 3297

12/28/83

NEW YORK, NY

A/C Reg. No. N79750

Time (Lcl) - 1725 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - TURBULENCE
5. WEATHER CONDITION - DOWNDRAFT
6. WEATHER CONDITION - UNFAVORABLE WIND
7. WEATHER CONDITION - CROSSWIND
8. WEATHER CONDITION - HIGH WIND
9. WEATHER CONDITION - WINDSHEAR

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

10. LIGHT CONDITION - DARK NIGHT
11. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
12. SPOILER EXTENSION - IMPROPER - PILOT IN COMMAND
13. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 12,13

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3317 4/27/83 NORWALK, OH A/C Reg. No. NONE Time (Lc1) - 1735 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 103	NONE	Pass	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - AIRMASS SUNBURST B	Eng Make/Model - CUYUNA TWIN CYLINDER	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 400	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 35 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 200/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance -	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2644
SE LAND, ME LAND	Months Since - 8	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- 37
		Multi-Eng - 572
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 199

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ULTRALIGHT MADE SEVERAL LOW ALTITUDE TURNS OVER THE AREA AND IN HEADING FOR AN OPEN FIELD SEVERAL 35 FT TREES HAD TO BE CLEARED. CLEARANCE OF THE TREES WAS ESTIMATED BY WITNESSES AS 5 FT OR LESS. THE ACFT WENT OUT OF CONTROL IN A LEFT TURN BEYOND THE TREES AND CRASHED IN A TRAPID NOSE DOWN DESCENT. NO MALFUNCTIONS WERE NOTED DURING THE EXAMINATION OF THE AIRFRAME AND ENGINE.

Brief of Accident (Continued)

File No. - 3317

4/27/83

NORWALK,OH

A/C Reg. No. NONE

Time (Lc1) - 1735 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3287 6/24/83 CELINA, OH A/C Reg. No. N727NM Time (Lcl) - 1140 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - SMITH AEROSTAR 601A	Eng Make/Model - LYCOMING IO-540-S1A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 290 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VAN WERT, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAKEFIELD
Wind Dir/Speed- 300/006 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5500
SE LAND, ME LAND	Months Since - 20	Last 24 Hrs - 0
	Aircraft Type - 601	Make/Model- 1217
		Last 30 Days- 2
		Instrument- UNK/NR
		Last 90 Days- 9
		Rotorcraft - UNK/NR
		Multi-Eng - 5500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE PLT ARRIVED AT THE DESTINATION ARPT, THERE WAS CONSTRUCTION ON THE RWY, ABOUT 2500 FT FROM THE APCH END. HE CONTACTED UNICOM & WAS ADVISED THAT THE RWY WAS CLOSED, BUT WAS TOLD HE COULD LAND ON THE GRASS BESIDE THE RWY. THE PLT RESPONDED THAT THE GRASS AREA WAS TOO ROUGH. HE STATED, "I THINK I CAN LAND ON THE RWY AVAILABLE, THERE SEEMS TO BE ENOUGH LENGTH THERE." SUBSEQUENTLY, THE ACFT WAS OBSERVED APPROACHING RWY 8 AT AN ESTIMATED 30 FT AGL WITH THE GEAR & FLAPS DOWN. REPORTEDLY, THE POWER WAS INCREASED, THE NOSE ASSUMED A CLIMB ATTITUDE & THE GEAR WAS RETRACTED. THE ACFT THEN ROLLED LEFT, DOVE TO THE GROUND & CRASHED. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT PART FAILURE OR MALFUNCTION. AN EVALUATION OF THIS MAKE & MODEL OF ACFT REVEALED THAT WHEN THE CG APPROACHED THE AFT LIMIT, & THE FLAPS WERE EXTENDED, THE ACFT HAD REDUCED YAW & ROLL CONTROLLABILITY DURING POWER ON STALLS. THE FLAPS WERE FOUND FULL DOWN.

Brief of Accident (Continued)

File No. - 3287

6/24/83

CELINA, OH

A/C Reg. No. N727NM

Time (Lc1) - 1140 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 2. GO-AROUND - INITIATED - PILOT IN COMMAND
 3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 4. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3278 7/03/83 ROGERS,OH A/C Reg. No. N8914C Time (Lcl) - 1355 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
Type of Operation - PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	Fire	Crew	1	0	0
Accident Occurred During -TAKEOFF	NONE	Pass	1	2	0

-----Aircraft Information-----

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 135 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LESLIE
Wind Dir/Speed- 170/016 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 100
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 78
SE LAND	Months Since - 9	Make/Model- 15
	Aircraft Type - PA-22	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 3
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES IMMEDIATELY AFTER TAKEOFF. THE ACFT WAS 20 LBS UNDER MAX GROSS WEIGHT. DENSITY ALT WAS 2,500 FT.

Brief of Accident (Continued)

File No. - 3278

7/03/83

ROGERS,OH

A/C Reg. No. N8914C

Time (Lc1) - 1355 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3220 5/22/83 BROKEN ARROW,OK A/C Reg. No. N2261K Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BREEZY DRAKE-EDGAR	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HARVEY YOUNG
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2500
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND IN A FLAT SPIN THAT LASTED FOR ABOUT 14 TURNS WITH NO CHANGE IN ATTITUDE. THE PLT HAD JUST COMPLETED AN AIR SHOW AND WAS PREPARING TO JOIN A FORMATION FLT TO RETURN TO THE ARPT. JUST BEFORE JOINING THE FORMATION THE PLT WAS SEEN TO DO A "SPLIT-S" WHICH ENDED IN A NORMAL SPIN THAT WENT FLAT. POST-ACCIDENT EXAM SHOWED THAT A ELEVATOR BRACKET HAD FAILED AT A WELD DURING A HEAVIER THAN NORMAL LOAD. THE WELD REVEALED POOR HEAT PENETRATION. THE UPPER SIDE OF THE EAR REVEALED NO METAL FUSING. THE METAL ON THE LOWER SIDE OF THE EAR TO BRACKET WAS PARTIALLY FUSED TOGETHER.

Brief of Accident (Continued)

File No. - 3220

5/22/83

BROKEN ARROW,OK

A/C Reg. No. N2261K

Time (Lc1) - 1200 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. FLIGHT CONTROL,ELEVATOR ATTACHMENT - FAILURE,TOTAL
 3. PROCEDURE INADEQUATE - MANUFACTURER
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

4. STALL/SPIN - UNCONTROLLED - 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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3292 6/04/83 TULSA,OK A/C Reg. No. N2637P Time (Lc1) - 1847 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					1

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1840	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RICHARD LLOYD JONES
Wind Dir/Speed- 100/007 KTS	ATC/Airspace	Runway Ident - 18R
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED OFF THE RWY & NOSED OVER. THE PLT STATED HE HAD PURCHASED THE ACFT TO START TAKING PLT LESSONS TO SECURE HIS LICENSE WHICH HAD BEEN REVOKED 10/3/79.

Brief of Accident (Continued)

File No. - 3292

6/04/83

TULSA,OK

A/C Reg. No. N2637P

Time (Lcl) - 1847 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3246 6/29/83 ELK CITY,OK A/C Reg. No. N93624 Time (Lcl) - 2130 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

----Aircraft Information----

Make/Model - ERCOUPE 415-C	Eng Make/Model - CONTINENTAL A75	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GAGE,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ELK CITY
Wind Dir/Speed- UNK/NR		Runway Ident - 17
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 4425/ 75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

----Personnel Information----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 224
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 224
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 33

Instrument Rating(s) - NONE

----Narrative----

THE ACFT LANDED SHORT OF THE RWY DURING A NIGHT LANDING FOLLOWING A X-COUNTRY. THE PLT STATED THAT HE WAS ON THE APPROACH TO LAND AND ATTEMPTED TO ADD POWER. THE ENGINE SPATTERED WITHOUT AN INCREASE IN POWER. THE ACFT TOUCHED DOWN 5 FT SHORT OF THE RWY COLLAPSING THE NOSE GEAR. IN CHECKING THE FUEL AFTER THE ACCIDENT THE PLT FOUND WATER IN THE FUEL. HE HAD REFUELED ABOUT ONE HOUR PRIOR TO THE ACCIDENT. ACFT SERVICED AT THE SAME FACILITY BEFORE AND AFTER THE ACCIDENT ACFT EXPERIENCED NO POWER LOSSES.

Brief of Accident (Continued)

File No. - 3246

6/29/83

ELK CITY,OK

A/C Reg. No. N93624

Time (Lc1) - 2130 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID,FUEL - WATER
 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3263 9/04/83 ALTUS,OK A/C Reg. No. N111FN Time (Lc1) - 1607 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries			
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	7	0	0	0
Accident Occurred During -DESCENT						

----Aircraft Information----

Make/Model - CESSNA 421C	Eng Make/Model - CONTINENTAL GTSIO 520L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7450	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 375 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BARTLESVILLE,OK	ALTUS
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 75
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 7620
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 269
	Aircraft Type - UNK/NR	Instrument- 87
		Multi-Eng - 480
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT INITIATED A TAKEOFF ON A HOT AFTERNOON WITH 7 PASSENGERS ON BOARD. SHORTLY AFTER LEFT-OFF, 2 WITNESSES OBSERVED WHAT THEY DESCRIBED AS A PUFF OF BLACK SMOKE FROM THE RIGHT ENG. ACCORDING TO WITNESSES, THE ACFT TURNED TO THE LEFT BEFORE CROSSING THE DEPARTURE END OF THE RWY AT LOW ALTITUDE & LOW SPEED. SUBSEQUENTLY, THE ACFT ROLLED RAPIDLY TO THE LEFT & IMPACTED THE GROUND IN A NEAR FLAT ATTITUDE, WITH A HIGH RATE OF SINK, AND SUFFICIENT FORWARD VELOCITY TO SLIDE OR BOUNCE ABOUT 70 FT BEFORE COMING TO REST & BURNING. AN EXAM OF THE WRECKAGE, INCLUDING TEARDOWNS OF BOTH ENGS, REVEALED NO PREIMPACT/MECHANICAL MALFUNCTION OR FAILURE. THE ACFT WAS ESTIMATED TO BE 80 LBS BELOW ITS MAX DESIGN GROSS WT. ITS CENTER OF GRAVITY WAS COMPUTED TO BE 1.45 INCHES AFT OF ITS REAR LIMIT. THE TEMP WAS 101 DEG & THE DENSITY ALTITUDE WAS ABOUT 4000 FT.

Brief of Accident (Continued)

File No. - 3263

9/04/83

ALTUS,OK

A/C Reg. No. N111FN

Time (Lc1) - 1607 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
2. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
3. AIRCRAFT HANDLING - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3296 4/30/83 WAYMART, PA A/C Reg. No. N2829B Time (Lcl) - 1245 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 2	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -OTHER					

-----Aircraft Information-----

Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING O-435-23B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point HONESDALE, PA	OFF AIRPORT/STRIP
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- 200/013 KTS	Type of Clearance - NONE	Runway Surface - N/A
Visibility - 15.0 SM	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED		
Lowest Ceiling - 10000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3500
SE LAND,ME LAND	Months Since - 3	Make/Model- 1000
HELICOPTER	Aircraft Type - 47G-2	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 1300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS WAS AN INTRODUCTORY INSTRUCTIONAL FLT. WITNESSES OBSERVED THE HELICOPTER FLYING STRAIGHT & LEVEL PRIOR TO THE ACCIDENT. THE HELICOPTER HAD IMPACTED A 60-FT TREE AT ABOUT THE 40-FT LEVEL. NO PREIMPACT FAILURE/FALFUNCTION OF EITHER THE AIRFRAME OR ENGINE WAS FOUND.

Brief of Accident (Continued)

File No. - 3296

4/30/83

WAYMART, PA

A/C Reg. No. N2829B

Time (Lc1) - 1245 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED
2. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3333 11/27/83 WELLSVILLE, PA A/C Reg. No. N81YB Time (Lcl) - 1545 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 1	0	0	0
Accident Occurred During -DESCENT		Pass 1	0	0	0

----Aircraft Information----

Make/Model - AMERICAN AA-1A	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KRALLTON, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 204
SE LAND	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - AA-1A	Make/Model - 50
		Instrument - 3
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

PRIOR TO THE FLT, THE PLT STATED THAT HE WOULD BE FLYING FORAPRX 1/2 HR. APRX 25 MIN AFTER TAKEOFF, GROUND WITNESSES NORTHEAST OF THE ARPT OBSERVED THE ACFT ON A WESTERLY HEADING, TURNING TOWARD THE ARPT. SHORTLY AFTER THAT, THEY SAW THE ACFT IN AN UNCONTROLLED DESCENT. THEY DESCRIBED IT AS FLIPPING OR CORKSCREWING IN A NOSE DOWN ATTITUDE. A PLT, WHO WAS FLYING AT ABOUT 1350 FT MSL, ALSO SAW THE ACFT SPINNING AT APRX HIS ALT. HE STATED THAT THE ACFT APPEARED TO BE RECOVERING, BUT WAS STILL OUT OF CONTROL, WHEN HE LOST SIGHT OF IT. ANOTHER PERSON IN A WOODED AREA ABOUT 1000 TO 1500 FT FROM THE IMPACT POINT HEARD THE ACFT BUT DID NOT SEE IT. HE SAID THE ENG SOUNDED NORMAL UNTIL SECONDS BEFORE HE HEARD THE PLANE CRASH. AN EXAM OF THE WRECKAGE REVEALED THAT THE LEADING EDGES OF BOTH WINGS WERE COMPRESSED. NO EVIDENCE OF A PREIMPACT/MECHANICAL MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 3333

11/27/83

WELLSVILLE, PA

A/C Reg. No. N81YB

Time (Lc1) - 1545 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - NOT CORRECTED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3280 12/24/83 MONTOURSVILLE, PA A/C Reg. No. N66846 Time (Lcl) - 2153 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
Type of Operation -PERSONAL	DESTROYED	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	Fire	Crew	Serious	Minor	None
Accident Occurred During -APPROACH	ON GROUND	Pass	0	1	0
			2	1	0

-----Aircraft Information-----

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-BB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ROCHESTER, NY	WILLIAMSPORT
Wind Dir/Speed- 270/022 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 3800 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 700
SE LAND	Months Since - 8	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 10
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF ROLL THE OVERHEAD COURTESY LIGHT FLICKERED. AS THE ACFT LIFTED OFF THE RIGHT FRONT CABIN DOOR OPENED & THE LIGHT REMAINED ON. THE PLT ADVISED THE TOWER HE WOULD BE RETURNING TO LAND & ENTERED A RIGHT DOWNWIND LEG FOR RWY 27 AT 500 FT AGL. THE PLT STATED THE INTERIOR OF THE ACFT BECAME VERY NOISY & COLD SO HE ELECTED TO FLY THE DOWNWIND LEG AT ABOUT 500 AGL TO REDUCE THE TIME OF EXPOSURE TO THE ELEMENTS. THE ABILITY TO SEE THE ARPT WAS REDUCED ON THE RIGHT BASE AS THE PLT HAD TO LOOK DIRECTLY INTO THE WHITE OVERHEAD COURTESY LIGHT. WHEN THE PLT WAS ABLE TO SEE THE ARPT HE WAS NOT IN A POSITION FOR A NORMAL LANDING SO HE INITIATED A LEFT TURN TO INTERCEPT THE RWY 27 FINAL APPROACH PATH. THE ACFT LOST ALTITUDE RAPIDLY & THE TOWER ISSUED TWO ALTITUDE WARNINGS PRIOR TO THE ACFT STRIKING TREES. THE ACFT WAS DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 3280

12/24/83

MONTOURSVILLE, PA

A/C Reg. No. N66846

Time (Lc1) - 2153 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. DOOR, PASSENGER - OPEN
 2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
 4. FLIGHT COMPARTMENT LIGHTS - ENGAGED
 5. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 6. IMPROPER USE OF PROCEDURE, VISUAL/AURAL DETECTION - PILOT IN COMMAND
 7. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 8. AIRSPEED - INADEQUATE - 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) 5,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3360 8/21/83 BOX ELDER,SD A/C Reg. No. N8422U Time (Lcl) - 1434 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries			
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	2	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LITTLE FALLS,MN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	RAPID CITY,SD	
Wind Dir/Speed- 060/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 35.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 82
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - PA-28	Make/Model- 21
		Instrument- 1
		Last 30 Days- 11
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE REACHING HIS DESTINATION, THE PLT CONTACTED APCH CONTROL & REPORTED THAT HE WAS ABOUT 40 MI AWAY & WAS LOW ON FUEL. ABOUT 10 MIN LATER, THE ACFT RAN OUT OF FUEL. THE PLT STATED THAT HE "COULD POSSIBLY MAKE ELLSWORTH" BUT THE CONTROLLER TOLD HIM THAT ELLSWORTH AFB WAS CLOSED (FOR AN AIRSHOW). THE PLT THEN TURNED AWAY FROM THE AFB & SUBSEQUENTLY CRASHED WHILE ATTEMPTING TO LAND IN A FIELD. INITIAL IMPACT WAS WITH A TREE. THE ACFT THEN CRASHED TO THE GROUND & CAME TO REST IN A CREEK. THE PLT'S WIFE SUFFERED A BROKEN LEG & WAS UNCONSCIOUS FOR 5 DAYS. SHE NEARLY DROWNED AFTER THE PLANE CRASHED, BUT THE PLT & ANOTHER PERSON HELD HER HEAD OUT OF WATER UNTIL SHE COULD BE EXTRICATED FROM THE WRECKAGE.

Brief of Accident (Continued)

File No. - 3360

8/21/83

BOX ELDER,SD

A/C Reg. No. N8422U

Time (Lcl) - 1434 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

4. RADAR ASSISTANCE TO VFR AIRCRAFT - INADEQUATE - ATC PERSONNEL(DEP/APCH)
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

5. OBJECT - TREE(S)
-

Occurrence #4 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

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3315 12/20/83 SIOUX FALLS,SD A/C Reg. No. N994Z Time (Lc1) - 1317 CST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier	-OZARK AIR LINES, INC	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew 0	0	0	5
Flight Conducted Under	-14 CFR 121	ON GROUND	Pass 0	0	2	79
Accident Occurred During	-LANDING		Other 1	0	0	0

-----Aircraft Information-----

Make/Model	- DOUGLAS DC-9-31	Eng Make/Model	- P & W JT8D-7	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- TURBOFAN		
No. of Seats	- 110	Rated Power	- UNK/NR		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point	ON AIRPORT	
Method	- TELETYPE	SIOUX CITY,IA		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC	JOE FOSS FIELD	
Wind Dir/Speed	- 070/009 KTS		Runway Ident	- 03
Visibility	- UNK/NR	ATC/Airspace	Runway Lth/Wid	- 8999/ 150
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	Runway Surface	- CONCRETE
Lowest Ceiling	- 1000 FT OBSCURED	Type of Clearance	Runway Status	- SNOW - DRY
Obstructions to Vision	- BLOWING SNOW	Type Apch/Lndg		
Precipitation	- SNOW			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 25217	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 5	Make/Model- 9776	Last 30 Days- UNK/NR
	Aircraft Type - DC-9-30	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING THE CREW ACQUIRED VISUAL REFERENCE WITH THE GROUND & APCH LIGHTS ABOUT 200 FT AGL, FOLLOWED BY VISUAL SIGHTING OF THE RWY. SINCE THE ATIS REPORTED BLOWING SNOW, THE CREW EXPECTED TO SEE, & WAS NOT SURPRISED TO SEE, SNOW BLOWING ACROSS THE RWY ABOUT 2,000 FT BEYOND THE THRESHOLD. AT ABOUT 2,200 FT DOWN THE RWY THE ACFT ENTERED A CLOUD OF SNOW, & THE RIGHT WING STRUCK A LARGE SNOW SWEEPING VEHICLE WHICH WAS TRAVELING IN THE SAME DIRECTION & TO THE RIGHT OF THE RWY CENTERLINE. THE ACFT'S RIGHT WING SEPARATED & IT SWERVED OFF THE RWY. NEITHER THE APPROACH CONTROLLER NOR THE LOCAL CONTROLLER ADVISED THE FLT OF SNOW REMOVAL OPERATIONS, NOR DID THE LOCAL CONTROLLER COMMUNICATE WITH THE SWEEPER AFTER HE TOOK THE HAND-OFF OF THE FLT FROM APPROACH CONTROL. HE ALSO STATED HE DID NOT KNOW WHERE THE SWEEPER WAS WHEN HE CLEARED THE FLT TO LAND.

Brief of Accident (Continued)

File No. - 3315

12/20/83

SIOUX FALLS, SD

A/C Reg. No. N994Z

Time (Lc1) - 1317 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - SNOW
 2. WEATHER CONDITION - OBSCURATION
 3. CONTROL TOWER SERVICE - INADEQUATE - ATC PSNL(LCL/GND/CLNC)
 4. OBJECT - VEHICLE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3303 10/21/83 ARLINGTON, TN A/C Reg. No. N35280 Time (Lcl) - 2330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - FERRY	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	2	0
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER J5A	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	MEMPHIS, TN	Runway Ident - 15
Wind Dir/Speed- 240/009 KTS	ATC/Airspace	Runway Lth/Wid - 3800/ 75
Visibility - 1.500 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - 800 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- FOG		
Precipitation - RAIN SHOWERS		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 6500
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO BOTH OCCUPANTS, THE ENG LOST POWER DURING TAKEOFF AT NIGHT. SUBSEQUENTLY, THE ACFT WAS DAMAGED WHEN IT HIT A FENCE & METAL POLE DURING AN EMERGENCY LANDING. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE REAR SEAT OCCUPANT, A FEMALE PLT, WHO CLAIMED TO BE THE PLT-IN-COMMAND, SUSPECTED CARBURETOR ICE. THE TEMP & DEW POINT WERE 71 & 68 DEG. ACCORDING TO ICING PROBABILITY CHARTS, SERIOUS CARBURETOR ICING WAS PROBABLE AT GLIDE POWER & VISIBLE ICING WAS PROBABLE AT RATED POWER. THE FRONT SEAT PLT HAD HAD HIS PLT'S CERTIFICATE REVOKED.

Brief of Accident (Continued)

File No. - 3303

10/21/83

ARLINGTON, TN

A/C Reg. No. N35280

Time (Lcl) - 2330 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - RAIN
7. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3223 4/20/83 NEW BRAUNFELS, TX A/C Reg. No. N2419U Time (Lc1) - 1530 CDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage					
Type of Operation	-PERSONAL	SUBSTANTIAL		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172D	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	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	BULVERDE, TX		Airport Data	
Completeness	- N/A	Destination		NEW BRAUNFELS	
Basic Weather	- VMC	SAME AS ACC/INC		Runway Ident	- 70
Wind Dir/Speed	- 180/005 KTS	ATC/Airspace		Runway Lth/Wid	- 5400/ 150
Visibility	- 7.0 SM	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- DRY
Lowest Ceiling	- NONE	Type Apch/Lndg	- FULL STOP		
Obstructions to Vision	- HAZE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 83	Last 24 Hrs - 3
	Months Since - N/A	Make/Model - 29	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 2	Last 90 Days - 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A HARD LANDING WHICH WAS HARD ENOUGH TO BLOW THE NOSE GEAR TIRE AND COLLAPSE THE NOSE GEAR ASSEMBLY.

Brief of Accident (Continued)

File No. - 3223

4/20/83

NEW BRAUNFELS, TX

A/C Reg. No. N2419U

Time (Lc1) - 1530 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3247 6/27/83 FORTH WORTH, TX A/C Reg. No. N2222Q Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -LOCAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 421A	Eng Make/Model - CONTINENTAL GTS10-520-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FORT WORTH, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	OAK GROVE
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 50
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 450
SE LAND, ME LAND	Months Since - 15	Make/Model- 360
	Aircraft Type - UNK/NR	Instrument- 56
		Multi-Eng - 360
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF THE DEPARTURE END OF THE RWY AND COLLIDED WITH A FENCE AND SEPTIC TANK COMPLEX. THE PLT SAID HE ATTEMPTED TO USE THE BRAKES WITHOUT SUCCESS. THE ACFT HAD AN ANNUAL INSPECTION ON 5/5/83. THE BRAKES WERE EXAMINED AFTER THE ACCIDENT. THE BRAKE DISCS SHOWED EXCESSIVE WEAR AND HOT SPOTS. THE ACFT HAD LANDED ON RWY 17 WHICH IS 3500 FT LONG. THE WIND WAS REPORTED TO BE FROM 320 DEGREES AT 5 KTS. THE ACFT STOPPED 200 FT SOUTH OF RWY 17. THE PLT HAD A TOTAL OF 7 HOURS PIC TIME IN THIS TYPE ACFT.

Brief of Accident (Continued)

File No. - 3247

6/27/83

FORTH WORTH, TX

A/C Reg. No. N2222Q

Time (Lcl) - UNK/NR

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
 5. DISTANCE - MISJUDGED - PILOT IN COMMAND
 6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 7. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

8. OBJECT - FENCE
 9. OBJECT - OBJECT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3358 6/29/83 LYTTON SPRINGS, TX A/C Reg. No. N7717V Time (Lc1) - 1430 CDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	NONE	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 137	ON GROUND	Pass	0	0	0
Accident Occurred During -DESCENT					

----Aircraft Information----

Make/Model - AERO COMMANDER CALLAIR A-9	Eng Make/Model - LYCOMING O-540-B25B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LOCKHART, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - MILITARY (VFR)	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling -	Type Apch/Lndg -	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1550
ME LAND,SE SEA	Months Since - 19	Make/Model- 11
	Aircraft Type - UNK/NR	Instrument- 12
		Multi-Eng - 47
		Last 24 Hrs - 2
		Last 30 Days- 41
		Last 90 Days- 160

Instrument Rating(s) - UNK/NR

----Narrative----

THE ACFT CRASHED DURING A TURN-AROUND MANEUVER WHILE CONDUCTING AN AERIAL APPLICATION MISSION. THE ACFT HAD COMPLETED ABOUT 3 SPRAYING PATTERNS AFTER RELOADING AND WAS TURNING STEEPLY TO LINE UP FOR ANOTHER PASS WHEN THE NOSE DROPPED AND THE ACFT DESCENDED IN ABOUT A 60 DEGREE NOSE DOWN ATTITUDE. AT GROUND IMPACT THE LEFT WING WAS ALSO DOWN ABOUT 45 DEGREES. NO EVIDENCE OF PHYSICAL OR MECHANICAL MALFUNCTIONS WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 3358

6/29/83

LYTTON SPRINGS, TX

A/C Reg. No. N7717V

Time (Lc1) - 1430 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. MANEUVER - EXCESSIVE - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3241 7/04/83 ODESSA, TX A/C Reg. No. N1776B Time (Lcl) - 2000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal Serious Minor None		
Flight Conducted Under -14 CFR 91		Pass	1 0 0 0		
Accident Occurred During -MANEUVERING			0 1 0 0		

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BCS 12-65	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 330/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND	Months Since - 2	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES AND THE GROUND DURING RECOVERY FROM AN AEROBATIC MANEUVER. THE PLT HAD DONE WHAT APPEARED TO BE A MANEUVER SIMILIAR TO A HAMMERHEAD STALL SHORTLY AFTER FIRST TAKEOFF. THE ACFT APPEARED TO BE RECOVERING AS IT "BOTTOMED OUT" AT ABOUT 50 FT AGL ACCORDING TO A WITNESS WHO THEN SAW A FLASH WHEN THE ACFT COLLIDED WITH POWERLINES.

Brief of Accident (Continued)

File No. - 3241

7/04/83

ODESSA, TX

A/C Reg. No. N1776B

Time (Lc1) - 2000 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 3. OBJECT - WIRE, TRANSMISSION
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3262 7/11/83 AZLE, TX A/C Reg. No. N99US Time (Lc1) - 0745 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -OTHER WORK USE	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Crew 1	0	0	0
Accident Occurred During -LANDING		Pass 1	0	1	0

-----Aircraft Information-----

Make/Model - PICCARD AX-6	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1500	Engine Type - N/A		
No. of Seats - UNK/NR	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ALEDO, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 374
	Months Since - UNK/NR	Make/Model- 374
FREE BALLOON	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING A LANDING IN LIGHT WIND CONDITIONS, THE BALLOON TOUCHED DOWN BESIDE A POWER LINE. AFTER TOUCHDOWN, THE BALLOON ENVELOPE COLLAPSED OVER THE POWER LINE WHICH CARRIED 7200 VOLTS. THE VOLTAGE TRAVELED TO THE BASKET/GONDOLA WHICH OVERTURNED ON THE GRASS SURFACE. THE PLT & 1 PASSENGER WERE FATALLY INJURED DUE TO CARDIAC ARREST FROM ELECTROCUTION. THE BALLOON WAS DAMAGED FROM HIGH VOLTAGE DISCHARGE TO GROUND, FLASH BURNS & SCORCHING. ALSO, A SMALL GRASS FIRE WAS STARTED BUT WAS EXTINGUISHED BY PERSONNEL AT THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 3262

7/11/83

AZLE, TX

A/C Reg. No. N99US

Time (Lc1) - 0745 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. OBJECT - WIRE, TRANSMISSION
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3222 7/12/83 LUBBOCK, TX A/C Reg. No. N2987C Time (Lcl) - 1443 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					1

-----Aircraft Information-----

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-19	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TEMPLE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LUBBOCK INTERNATIONAL
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 535
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 535
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUNDLOOPED DURING LANDING AFTER CONTROL WAS LOST DURING A DOWNWIND LANDING. THE ACFT LANDED ON RWY 26 AND THE WIND WAS REPORTED FROM 090 DEGREES AT 10 KTS. THE PLT REPORTED THAT A GUST OF WIND CAUSED THE ACFT TO VEER LEFT AND CONTROL WAS LOST.

Brief of Accident (Continued)

File No. - 3222

7/12/83

LUBBOCK, TX

A/C Reg. No. N2987C

Time (Lc1) - 1443 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3226 7/13/83 LONGVIEW, TX A/C Reg. No. N60104 Time (Lc1) - 0829 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LONGVIEW, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	GREGG COUNTY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - GRASS/TURF
Lowest Ceiling - 1200 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5277
SE LAND	Months Since - 7	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 4
		Instrument- 105
		Last 30 Days- UNK/NR
		Last 90 Days- 111
		Multi-Eng - 1893

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING A FORCED LANDING AFTER THE ENGINE QUIT ON THE DOWNWIND LEG OF THE TRAFFIC PATTERN. THE FLT HAD TAKEN OFF SHORTLY BEFORE WITH ONE TANK ALMOST FULL AND ONE ALMOST EMPTY. THE FUEL SELECTOR VALVE WAS FOUND IN THE "OFF" POSITION AFTER THE ACCIDENT. THIS WAS DONE BY RESCUE PERSONNEL. WHEN THE SELECTOR WAS PUT ON THE FULL TANK AFTER THE ACCIDENT THE ENGINE WAS SUCCESSFULLY STARTED. THE CFI SAID THAT HE WAS NOT SURE OF THE POSITION OF THE FUEL SELECTOR.

Brief of Accident (Continued)

File No. - 3226

7/13/83

LONGVIEW, TX

A/C Reg. No. N60104

Time (Lc1) - 0829 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3224 7/20/83 WHITEWRIGHT, TX A/C Reg. No. N46909 Time (Lc1) - 1545 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point DALLAS, TX	OFF AIRPORT/STRIP
Method - N/A	Destination SAME AS ACC/INC	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- 180/006 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 7.0 SM	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 146
SE LAND	Months Since - 2	Make/Model- 84
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 1
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE AND NOSED OVER AFTER THE SEAT LOCK PIN FAILED AND THE SEAT SLID ALL THE WAY TO THE REAR. THE PLT WAS UNABLE TO REACH THE RUDDER PEDALS AND THE ACFT VEERED OFF THE ROAD BEING USED AS A RWY.

Brief of Accident (Continued)

File No. - 3224

7/20/83

WHITEWRIGHT, TX

A/C Reg. No. N46909

Time (Lcl) - 1545 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FUSELAGE, SEAT - FAILURE, PARTIAL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. OBJECT - FENCE

Occurrence #4 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----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. - 3215 7/25/83 CHILTON, TX A/C Reg. No. N4866 Time (Lc1) - 0830 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage				
	SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A	Eng Make/Model - MELEX PZL-3S	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 630 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MARLIN, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5850
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 2285
		Instrument- 100
		Last 30 Days- UNK/NR
		Last 90 Days- 85
		Multi-Eng - 2500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE 1ST SWATH RUN THE PROP SEPARATED FROM THE ENG. A FORCED LANDING WAS MADE IN A PLOWED FIELD SHEARING ONE MAIN LANDING GEAR. THE ACFT THEN WENT THROUGH A BARBED WIRE FENCE. THE #4 CYLINDER WAS REMOVED TO INSPECT THE VIBRATION DAMPER PINS IN ACCORDANCE WITH AD 82-23-04. THE TRAILING PIN ON THE REAR VIBRATION DAMPER EVIDENCED CONSIDERABLE WEAR. THE WEAR HAD PROGRESSED TO THE POINT THAT THE DAMPER HAD BEEN DISPLACED FROM ITS NORMAL POSITION TO A POINT CAUSING INTERFERENCE WITH THE SKIRTS OF THE #2 & #3 PISTONS. THIS WEAR, IN ADDITION WITH MINOR WEAR TO THE LEADING PIN, CAUSED VIBRATION & SUBSEQUENT PROP SEPARATION. TWO DAYS AFTER THE ACCIDENT, AD 83-15-06 WAS ISSUED GROUNDING ALL ACFT WITH THE PROP-ENG COMBINATION THAT WAS INSTALLED ON THIS ACFT.

Brief of Accident (Continued)

File No. - 3215

7/25/83

CHILTON, TX

A/C Reg. No. N4866

Time (Lcl) - 0830 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - WORN
 2. ENGINE ASSEMBLY, CRANKSHAFT - VIBRATION
 3. PROPELLER SYSTEM/ACCESSORIES, HUB - SEPARATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
-

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - FENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3243 7/27/83 HOUSTON, TX A/C Reg. No. N3518U Time (Lc1) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182F	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAKESIDE
Wind Dir/Speed- 090/002 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 60
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 54
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 54
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH AN UNOCCUPIED PICKUP TRUCK DURING THE LANDING ROLL. THE TRUCK WAS PARKED OFF THE LEFT SIDE OF THE RWY. THE ACFT HAD STARTED DRIFTING RIGHT DURING THE LANDING FLARE. AS THE ACFT TOUCHED DOWN THE STUDENT WAS CORRECTING BACK TO THE LEFT RESULTED IN THE ACFT ROLLING OFF THE LEFT SIDE OF THE RWY INTO A PARKED PICKUP. THE ACFT LEFT WING STRUCK THE PICKUPS LEFT DOOR AND THE ACFT SPUN ABOUT 180 DEGREES COMING TO REST ON A HEADING OF ABOUT 280 DEGREES. THE STUDENT HAD ABOUT 5 HOURS OF FLYING TIME AS PIC.

Brief of Accident (Continued)

File No. - 3243

7/27/83

HOUSTON, TX

A/C Reg. No. N3518U

Time (Lc1) - 1000 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - VEHICLE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3237 8/13/83 CATARINA, TX A/C Reg. No. N3003P Time (Lc1) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	2

-----Aircraft Information-----

Make/Model - PIPER PA-23	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3490	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point UNK/NR	ON AIRPORT
Method - N/A	Destination UNK/NR	Airport Data
Completeness - N/A	ATC/Airspace	BRISCOES
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Ident - 31
Wind Dir/Speed- UNK/NR	Type of Clearance - NONE	Runway Lth/Wid - 4000/ 50
Visibility - 7.0 SM	Type Apch/Lndg - FULL STOP	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR		Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS DAMAGED WHEN THE LANDING GEAR WAS RETRACTED DURING LANDING ROLLOUT AT CATARINA, TX. THE PLT IDENTIFIED HIMSELF AS LARRY DAY FROM CHATTANOOGA, TN. HE CLAIMED TO HAVE HAD ENGINE TROUBLE AND WAS UNABLE TO EXTEND THE GEAR FOR LANDING. POST ACCIDENT EXAMINATION OF THE LANDING GEAR SYSTEM REVEALED DAMAGE INDICATING THE GEAR WAS RETRACTED DURING LANDING ROLLOUT. SOMEONE HAD TRIED TO RAISE THE ACFT AND STRAIGHTEN THE PROPELLERS PRIOR TO THE INVESTIGATION. LATER A MR. LAWRENCE C. DAY OF HIXSON, TN WAS LOCATED. HE SAID SOMEONE HAD BEEN USING HIS NAME WHOSE DESCRIPTION MATCHED THAT OF THE PLT OF N3003P. EFFORTS TO IDENTIFY THE PLT AND PASSENGERS OF THE ACCIDENT ACFT HAD BEEN UNSUCCESSFUL.

Brief of Accident (Continued)

File No. - 3237

8/13/83

CATARINA, TX

A/C Reg. No. N3003P

Time (Lcl) - 1000 CDT

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3206 8/20/83 LISSIE, TX A/C Reg. No. N48516 Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B	Eng Make/Model - P & W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DUSTER STRIP
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 15
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 6000
SE LAND,ME LAND	Months Since - 18	Make/Model- 4000
	Aircraft Type - UNK/NR	Instrument- 93
		Multi-Eng - 1000
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 275

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN INTO A DITCH DURING TAKEOFF AND COLLAPSED THE LANDING GEAR. THE PLT SAID HE WAS STEERING AROUND SOME MUD HOLES WHEN THE WING BECAME ENTANGLED IN HIGH GRASS ALONGSIDE THE RWY. THE ACFT GROUNDLOOPEO OFF THE RWY INTO A DITCH. THE WINGS AND LANDING GEAR WERE DAMAGED.

Brief of Accident (Continued)

File No. - 3206

8/20/83

LISSIE, TX

A/C Reg. No. N48516

Time (Lc1) - 1100 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. TERRAIN CONDITION - HIGH VEGETATION
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
-

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. 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) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3209 8/25/83 LA PORTE, TX A/C Reg. No. N192AR Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL OBSERVATION	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LA PORTE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LA PORTE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3412
SE LAND,ME LAND	Months Since - 11	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 800
		Instrument- 48
		Last 30 Days- UNK/NR
		Last 90 Days- 200
		Multi-Eng - 350

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A UTILITY POLE AFTER THE ENGINE LOST POWER SHORTLY AFTER TAKEOFF. THE PLT REPORTED HE WAS CRUISING AT 300 FT AGL ON A PIPELINE PATROL WHEN THE ENGINE BEGAN TO LOSE POWER. THE PLT MADE A FORCED LANDING AND COLLIDED WITH A UTILITY POLE. EXAMINATION OF THE ENGINE AFTER THE ACCIDENT REVEALED THE CARBURETOR VENTURI LODGED IN THE # 2 CYLINDER INTAKE PORT.

Brief of Accident (Continued)

File No. - 3209

8/25/83

LA PORTE, TX

A/C Reg. No. N192AR

Time (Lc1) - UNK/NR

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, CARBURETOR - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - UTILITY POLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3210 8/25/83 PLANO.TX A/C Reg. No. N8058L Time (Lcl) - 0903 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172H	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DALLAS NORTH
Wind Dir/Speed- 220/012 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 11
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 10
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH 2 PARKED ACFT AFTER THE STUDENT PLT LOST CONTROL DURING LANDING. THE PLT STATED THAT HE EXPERIENCED A CROSSWIND GUST OR UPDRAFT DURING TOUCHDOWN. THE LANDING WAS ON RWY 16 AND THE WIND WAS ESTIMATED TO BE FROM 220 DEGREES AT 12 KTS. THE PLT SAID ALSO THAT HE NEEDED "MORE EXPERIENCE."

Brief of Accident (Continued)

File No. - 3210

8/25/83

PLANO, TX

A/C Reg. No. N8058L

Time (Lc1) - 0903 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - AIRCRAFT PARKED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3211 8/27/83 FORT WORTH, TX A/C Reg. No. N55122 Time (Lcl) - 0835 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MANGHAM
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 30
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 36
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 19
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE END OF THE RWY DURING LANDING AND COLLIDED WITH A FENCE. IT WAS REPORTED THAT THE SOLO STUDENT PLT WAS HIGH AND FAST DURING HIS APPROACH TO THE 2500 FT STRIP FOR LANDING. THE TOUCHDOWN WAS LONG AND LED TO THE OVERRUN. THE WIND WAS CALM. THE PLT SAID HE SHOULD HAVE USED FULL FLAPS INSTEAD OF 20 DEGREES.

Brief of Accident (Continued)

File No. - 3211

8/27/83

FORT WORTH, TX

A/C Reg. No. N55122

Time (Lcl) - 0835 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,7

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 (Lcl) - 2100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
Type of Operation -PERSONAL	DESTROYED		Fatal	Injuries	
Flight Conducted Under -14 CFR 91	Fire	Crew	1	Serious	Minor
Accident Occurred During -DESCENT	NONE	Pass	1	0	0
				None	None

-----Aircraft Information-----

Make/Model - LUSCOMBE 8C	Eng Make/Model - CONTINENTAL A-75-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SLAYTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LUBBOCK, TX	Runway Ident - N/A
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 118
SE LAND	Months Since - 8	Make/Model- UNK/NR
	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 (Continued)

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

File No. - 3240 9/02/83 HUFFMAN, TX A/C Reg. No. N5551Y Time (Lcl) - 2234 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BAYTOWN, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROCKWALL, TX	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 467
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Last 30 Days- 5
		Last 90 Days- 20
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND IN A HIGH SPEED DIVE AND TOTALLY DISINTEGRATED. IMPACT CREATED A 7' CRATER AND MATERIAL BLEW OUT FOR 100 YARDS. THE ENGINES WERE RECOVERED AT THE 14 FT LEVEL IN THE CRATER. THE ACFT TOOK OFF AT 2215 FROM BAYTOWN TX. AT 2334 RADAR AND RADIO CONTACT WAS LOST. AT NO TIME DID THE PLT INDICATE THAT HE WAS HAVING ANY DIFFICULTIES. AS RADAR CONTACT WAS LOST THE RETURN WENT INTO COAST MODE FOR 8 SWEEPS OR 38 SECONDS. ONE THING THAT CAN TRIGGER THE COAST MODE IS A RAPID RATE OF DESCENT IN EXCESS OF 500 FT/MINUTE. ON 8/1/83 THE PLT OWNER EXPERIENCED A TOTAL ELECTRICAL FAILURE IN THIS ACFT WHILE ENROUTE FROM CALIFORNIA TO DALLAS, TX. THE BATTERY CABLES WERE FOUND CORRODED AND LOOSE. THESE WERE CLEANED AND TIGHTENED AND NO FURTHER RECORD OF ELECTRICAL MAINTENANCE WAS NOTED. AFTER THE ACCIDENT THE TAIL LIGHT BULB WAS SENT TO THE NTSB LAB FOR ANALYSIS AS TO ITS ILLUMINATION AT IMPACT. THERE FINDINGS INDICATE THE BULB WAS NOT ILLUMINATED AT IMPACT. THERE ARE NO PROVISIONS FOR AN EMERGENCY LIGHTING SYSTEM IN THIS ACFT.

Brief of Accident (Continued)

File No. - 3240

9/02/83

HUFFMAN, TX

A/C Reg. No. N5551Y

Time (Lc1) - 2234 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ELECTRICAL SYSTEM - FAILURE, TOTAL
2. ELECTRICAL SYSTEM - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

3. WEATHER CONDITION - FOG
4. LIGHT CONDITION - DARK NIGHT
5. INSTRUMENT LIGHTS - DETERIORATED
6. EMERGENCY LIGHTS - LACK OF
7. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - 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) 1,2,7,8

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3212 9/02/83 PORT LAVACA, TX A/C Reg. No. N87546 Time (Lcl) - 0745 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 421C	Eng Make/Model - CONTINENTAL GTS10-520-L	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7450	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORT LAVACA, TX	TANNER
Wind Dir/Speed- 340/007 KTS		Runway Ident - 27
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - 2300/ 105
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, FLT ENG	Current - YES	Total - 3340
SE LAND, ME LAND	Months Since - 12	Make/Model- 126
	Aircraft Type - UNK/NR	Instrument- 219
		Multi-Eng - 1286
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 11
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE AND BUSHES DURING TAKEOFF. THE RWY WAS SHELL AND TURF CONSTRUCTION 2300 FT LONG. THE PLT FIGURED THE TAKEOFF DISTANCE FROM A CHART USING DRY HARD SURFACED LEVEL RWY. THE ACCELERATION SEEMED SLOW ACCORDING TO A WITNESS AND THE ACFT LEFT TIRE TRACKS UP TO A POINT ABOUT 10 FT FROM THE DEPARTURE END. AFTER COLLIDING WITH THE FENCE AND TOPS OF BUSHES AND TREES THE ACFT SETTLED INTO THE UNDERGROWTH AND SLID TO A STOP. THE ACFT WEIGHED 6718 POUNDS.

Brief of Accident (Continued)

File No. - 3212

9/02/83

PORT LAVACA, TX

A/C Reg. No. N87546

Time (Lc1) - 0745 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
 2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. TERRAIN CONDITION - HIGH VEGETATION
 5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 6. OBJECT - FENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3242 9/09/83 AUSTIN, TX A/C Reg. No. N1667X Time (Lc1) - 1410 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 210L	Eng Make/Model - CONTINENTAL IO-520-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DALLAS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MUELLER
Wind Dir/Speed- 150/006 KTS	ATC/Airspace	Runway Ident - 13L
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2087/ 75
Lowest Sky/Clouds - 2200 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 5000
SE LAND, ME LAND, SE SEA	Months Since - 16	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 503
		Instrument- 34
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - 1000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LANDED WHEELS-UP IN AN OPEN MUDDY FIELD AFTER THE ENGINE QUIT. THE PLT SAID THAT JUST PRIOR TO TURNING DOWNWIND HE REDUCED POWER AND EXTENDED THE LANDING GEAR. THEN THE RPM WAS INCREASED AND MIXTURE SET TO FULL RICH AT WHICH TIME THE ENGINE QUIT. ALL EFFORTS TO RESTART WERE UNSUCCESSFUL. THE PLT RETRACTED THE LANDING GEAR AND MADE A FORCED LANDING. THIRTY FIVE GALLONS OF FUEL WAS DRAINED FROM THE AIRCRAFT BEFORE THE WINGS WERE REMOVED FOR RECOVERY. LATER AFTER RECOVERY OF THE ACFT AN EXTERNAL TANK WAS CONNECTED AND THE ENGINE WAS STARTED WITH A NEW PROPELLER INSTALLED. THE ENGINE RAN AT 1000-1200 RPM WITHOUT DIFFICULTY. ACCORDING TO THE AVIATION TRAINING CENTER DIRECTOR OF MAINTENANCE THE CAUSE OF THE ENGINE FAILURE WAS A FUEL VAPOR LOCK.

Brief of Accident (Continued)

File No. - 3242

9/09/83

AUSTIN, TX

A/C Reg. No. N1667X

Time (Lc1) - 1410 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3225 9/10/83 MANVEL, TX A/C Reg. No. N2050 Time (Lc1) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - CLARKS PITT SPECIAL S1S	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WOLFE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7200
SE LAND	Months Since - 20	Make/Model- 600
	Aircraft Type - UNK/NR	Instrument- 47
		Multi-Eng - 1500
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 115

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT BUFFETTED ABNORMALLY DURING AN AEROBATIC MANEUVER SO THE PLT RELAXED THE "G" LOADING ON THE AIRFRAME. THE PLT NOTED A CONCAVE DEFORMITY IN THE BOTTOM OF THE LEFT UPPER WING. LEVEL FLT WAS ACHIEVED TO TEST THE FLT CHARACTERISTICS OF THE ACFT. FLT CONTROL SEEMED "NEARLY NORMAL" SO A NORMAL LANDING WAS MADE. POST LANDING INVESTIGATION REVEALED SIX BROKEN RIBS IN THE LEFT UPPER WING.

Brief of Accident (Continued)

File No. - 3225

9/10/83

MANVEL, TX

A/C Reg. No. N2050

Time (Lc1) - 1600 CDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. WING, WING RIB - FAILURE, PARTIAL
 2. AEROBATICS - PERFORMED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3319 10/01/83 SMITHVILLE, TX A/C Reg. No. N2541Q Time (Lc1) - 2230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	2
		Crew			
		Pass			

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201T	Eng Make/Model - CONTINENTAL TS10-360-F	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2140	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELETYPE	BRADY, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SPRING, TX	SMITHVILLE MUNI
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 17
Visibility - 35.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3200/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 67
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 41
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE AT 8,500 FT MSL THE ENG QUIT. A NIGHT EMERGENCY LANDING WAS MADE AT AN ARPT THAT THE ACFT HAD JUST FLOWN OVER. ON FINAL APPROACH THE PLT COULD NOT SEE THRU THE WINDSHIELD VERY WELL DUE TO OIL BUILDING UP ON THE WINDSHIELD. THE PLT HELD THE GEAR UP UNTIL A LANDING ON THE RWY WAS ASSURED. AFTER CROSSING A ROAD IN FRONT OF THE RWY THE PLT STARTED THE GEAR DOWN. THERE WAS INSUFFICIENT TIME FOR THE RIGHT MAIN LANDING GEAR & NOSE GEAR TO LOCK IN THE DOWN POSITION. THE ACFT TOUCHED DOWN 366 FT BEYOND THE THRESHOLD. ENG TEARDOWN & METALLURGICAL EXAMINATION REVEALED THAT THE #4 CONNECTING ROD HAD FAILED DUE TO FATIGUE. SEM VIEWING OF THE ORIGIN AREA REVEALED A SINGLE FATIGUE INITIATION SITE AT A CHANGE IN CONTOUR ON THE FLANGE END. THE IRREGULAR CONTOUR WAS NOT FOUND AT THE OTHER 3 FLANGE ENDS. ALSO, OXIDE INCLUSIONS & FORGING DEFECTS WERE FOUND ALONG THE ORIGINAL ROD SURFACE.

Brief of Accident (Continued)

File No. - 3319

10/01/83

SMITHVILLE, TX

A/C Reg. No. N2541Q

Time (Lcl) - 2230 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
 2. ENGINE ASSEMBLY,CONNECTING ROD - FATIGUE
 3. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. GEAR DOWN AND LOCKED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3349 10/31/83 LAREDO, TX A/C Reg. No. N44896 Time (Lc1) - 2030 CST

-----Basic Information-----

Type Operating Certificate-AIR TRAVEL CLUB	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - FERRY	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - DOUGLAS DC-3-3C	Eng Make/Model - P-W R-1830-92	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 26200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 1830 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	ON AIRPORT
Method - N/A	Destination MCALLEN, TX	Airport Data
Completeness - N/A	ATC/Airspace	LAREDO INTERNATIONAL
Basic Weather - VMC	Type of Flight Plan - UNK/NR	Runway Ident - 17
Wind Dir/Speed- 100/015 KTS	Type of Clearance - NONE	Runway Lth/Wid - 7809/ 150
Visibility - 8.0 SM	Type Apch/Lndg -	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR		Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 6100
ME LAND	Months Since - 7	Last 24 Hrs - UNK/NR
	Aircraft Type - DC-3	Make/Model- 5100
		Last 30 Days- UNK/NR
		Instrument- 62
		Last 90 Days- 50
		Multi-Eng - 5625

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ORIGINAL FLT WAS ABORTED DUE TO A MAGNETO PROBLEM. THE DEFECT WAS CORRECTED, BUT DUE TO THE DELAYED TAKEOFF, THE PLT ELECTED TO FLY TO MCALLEN, TX, FOR FURTHER REPAIRS. DURING THE TAKEOFF ROLL, THE AIRCREW NOTED SPARKS/FLARES ON THE LEFT SIDE OF THE CARGO/CABIN AREA, BEHIND A BULKHEAD. THE ABORTED THE TAKEOFF & ATTEMPTED TO EXTINGUISH THE FIRE, BUT WERE UNABLE. THE CREW THEN EVACUATED THE ACFT & THE ACFT WAS DESTROYED BY FIRE. AN INVESTIGATION WAS MADE, BUT THE SOURCE OF THE FIRE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 3349

10/31/83

LAREDO, TX

A/C Reg. No. N44896

Time (Lc1) - 2030 CST

Occurrence FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUSELAGE - FIRE
2. UNDETERMINED
3. FUSELAGE, BULKHEAD - BURNED
4. ABORTED TAKEOFF - PERFORMED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3219 11/15/83 HOUSTON, TX A/C Reg. No. N6245S Time (Lc1) - 1345 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation - PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During -LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA R182	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	AREDLA
Wind Dir/Speed- 360/019 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED DOWN DURING A CROSSWIND LANDING. THE RWY IS 100/280 DEGREES AND THE WIND WAS 360 DEGREES AT 19 KTS. SHORTLY AFTER THE LANDING TOUCHDOWN THE ACFT NOSE GEAR SEPARATED FROM THE ACFT.

Brief of Accident (Continued)

File No. - 3219

11/15/83

HOUSTON, TX

A/C Reg. No. N6245S

Time (Lc1) - 1345 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3249 11/19/83 MCALLEN, TX A/C Reg. No. N8590J Time (Lc1) - 1323 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150G	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	MILLER INT'L.
Wind Dir/Speed- 330/012 KTS		Runway Ident - 31
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - 7103/ 150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	STOP AND GO	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 539
SE LAND	Months Since - 17	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 6
		Instrument- 8
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT GROUNDLOOPED DURING LANDING AND COLLIDED WITH A DITCH. THIS ACFT HAD BEEN CONVERTED TO CONVENTIONAL LANDING GEAR. THE PLT HAD ONLY 1 HOUR AS PIC IN THIS CONFIGURATION OF LANDING GEAR EQUIPMENT.

Brief of Accident (Continued)

File No. - 3249

11/19/83

MCALLEN, TX

A/C Reg. No. N8590J

Time (Lcl) - 1323 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3218 11/21/83 CAMERON, TX A/C Reg. No. N2124N Time (Lc1) - 0830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA28RT-201T	Eng Make/Model - CONTINENTAL TS10-360-FB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	VICTORIA, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FT. WORTH, TX	Runway Ident - N/A
Wind Dir/Speed- 160/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 509
SE LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING A FORCED LANDING AFTER ENGINE FAILURE. DURING POST ACCIDENT EXAMINATION THE CLAMP WHICH SECURES THE TURBOCHARGER INLET TUBE TO THE ENGINE EXHAUST WAS FOUND TO BE OFF THE THREADS OF THE BOLT AND WERE NOT DAMAGED AND THE NUT WAS MISSING. RECORDS SHOWED THAT THE ENGINE WAS GIVEN A TOP OVERHAUL SEVEN HOURS PRIOR TO THE ACCIDENT. THIS WAS DONE BY THE OWNER AND THE CLAMP WOULD HAVE BEEN REMOVED AT THAT TIME. THE PLT REPORTED AFTER THE ACCIDENT THAT DURING THE FLT THE ACFT WAS CRUSING AT 4500 FT WHEN WE HEARD A THUMP IN THE ENGINE COMPARTMENT AND THE ENGINE QUIT.

Brief of Accident (Continued)

File No. - 3218

11/21/83

CAMERON, TX

A/C Reg. No. N2124N

Time (Lc1) - 0830 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. EXHAUST SYSTEM, TURBOCHARGER - DISCONNECTED
 2. MAINTENANCE, OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3253 12/05/83 PLANO, TX A/C Reg. No. N89551 Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	2
Accident Occurred During -LANDING	Crew Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DALLAS NORTH
Wind Dir/Speed- 330/015 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 50
Lowest Sky/Clouds - 2200 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 467
SE LAND	Months Since - 3	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 245
		Instrument- 46
		Last 30 Days- UNK/NR
		Last 90 Days- 172

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A TOUCH-&-GO LANDING, THE ACFT BOUNCED BACK IN THE AIR AFTER TOUCHING DOWN. AT THAT TIME, THE STUDENT PLT REACTED BY PUSHING FORWARD ON THE CONTROL YOKE. THE ACFT THEN IMPACTED, NOSE DOWN, & THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 3253

12/05/83

PLANO, TX

A/C Reg. No. N89551

Time (Lcl) - 1615 CST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - ATC PERSONNEL(ARTCC)
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI)
-

----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. - 3250 12/13/83 PORT ARTHUR, TX A/C Reg. No. N4894C Time (Lcl) - 1822 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -PERSONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KERRVILLE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	JEFFERSON CO.
Wind Dir/Speed- 260/016 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6750/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4300
SE LAND, ME LAND	Months Since - 22	Make/Model- 75
	Aircraft Type - UNK/NR	Instrument- 103
		Multi-Eng - 2800
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 115

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASH LANDED IN A MUDDY FIELD ABOUT 1 MILE FROM THE ARPT AFTER THE ENGINE QUIT ON FINAL APPROACH TO LAND. THE ACFT WAS EXAMINED AFTER THE ACCIDENT AND FOUND TO HAVE AN EMPTY LEFT FUEL TANK. THE RIGHT TANK CONTAINED 16 GALLONS OF FUEL. THE PLT STATED THAT HE HAD BEEN ALTERNATING TANKS AND SWITCHED TO THE RIGHT TANK BEFORE LANDING AND THE ENGINE QUIT.

Brief of Accident (Continued)

File No. - 3250

12/13/83

PORT ARTHUR, TX

A/C Reg. No. N4894C

Time (Lc1) - 1822 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident 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. - 3252 12/16/83 IMPERIAL, TX A/C Reg. No. N63MC Time (Lcl) - 1430 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						

----Aircraft Information----

Make/Model - HILLER UH-12C	Eng Make/Model - FRANKLIN 6V4-200-C33	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 210 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FORT STOCKTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MIDLAND, TX	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/CLOUDS - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4997
SE LAND, ME LAND	Months Since - 12	Make/Model- 26
HELICOPTER	Aircraft Type - 411	Instrument- 92
		Multi-Eng - 1297
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 132
		Rotorcraft - 87

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED THAT WHEN HE WAS IN CRUISE FLT AT 300 FT AGL, A SUDDEN VIOLENT SHUDDER WENT THRU THE WHOLE HELICOPTER, THEN THE SHUDDER STOPPED. HE NOTED NO CHANGE IN THE FLIT CHARACTERISTICS OR ENG POWER. THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING BY FLYING DIRECTLY TO THE GROUND WITH NO HOVER. DURING THE LANDING, THE TAIL BOOM STRUCK THE GROUND, THEN THE MAIN ROTOR BLADES STRUCK THE TAIL BOOM. NO CAUSE FOR THE "SHUDDER" WAS FOUND.

Brief of Accident (Continued)

File No. - 3252

12/16/83

IMPERIAL, TX

A/C Reg. No. N63MC

Time (Lcl) - 1430 CST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED
 2. FUSELAGE - VIBRATION
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 4. LEVEL OFF - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident (Continued)

File No. - 3353

10/25/83

NORFOLK,VA

A/C Reg. No. N797FT

Time (Lcl) - 0909 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. WEATHER CONDITION - RAIN
 4. WEATHER CONDITION - CROSSWIND
 5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 6. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
 7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 8. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
 9. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER
 10. DIRECTIONAL CONTROL - REDUCED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

11. OBJECT - FENCE
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

12. TERRAIN CONDITION - ROUGH/UNEVEN
 13. TERRAIN CONDITION - SOFT
 14. TERRAIN CONDITION - WET
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8,9,10,11,12,13,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3309 8/21/83 SILVANA,WA A/C Reg. No. N116CA Time (Lcl) - 1832 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -SPORT CHUTE	Fire	Crew 2	0	0	0
Flight Conducted Under -14 CFR 105	ON GROUND	Pass 9	2	0	13
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - LOCKHEED LEARSTAR, L-18-56	Eng Make/Model - WRIGHT R-1820-76B	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 22500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ARLINGTON,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 9000
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 110
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A SPORT PARACHUTE FLT TO CARRY 24 PARACHUTISTS TO 12,500' OVER A DROP ZONE (DZ) FOR A MASS JUMP. IT WAS IN A CARGO CONFIGURATION WITH NO PASSENGER SEATS, BUT IT HAD 1 JUMP SEAT. THERE WERE 24 SEAT BELTS ON THE FLOOR OF THE CARGO AREA. ALSO, THE CABIN DOOR HAD BEEN REMOVED & AN UNAPPROVED STEP & 4 HANDHOLDS WERE INSTALLED OUTSIDE & FORWARD OF THE CABIN DOOR FOR PARACHUTISTS. THE USUAL JUMP-RUN PROCEDURE WAS FOR THE ACFT TO BE SLOWED TO 95 TO 100 KTS, EXTEND THE GEAR & APCH FLAPS & REDUCE POWER ON THE LEFT ENG. THE JUMPERS REMAINED IN POSITION WITHOUT USING SEAT BELTS UNTIL APCHG THE DZ, THEN 2 MOVED OUTSIDE THE ACFT WHILE OTHERS MOVED CLOSE TO THE DOORWAY. THE 1ST JUMPERS WERE UNAWARE OF ANY PROBLEM, BUT SAW THE ACFT ENTER A STEEP BANK, ROLL OVER & SPIRAL NOSE DOWN. 16 JUMPERS EXITED THE ACFT, BUT 3 HIT THE STABILIZER. THE ACFT CRASHED IN A NEAR VERTICAL DSCNT. INVESTIGATION REVEALED THE CG WAS BEHIND THE AFT LIMIT FOR TAKEOFF & THE JUMP. THE ELEVATOR TRIM ACTUATOR WAS FOUND IN A POSITION FOR FULL NOSE-UP TRIM.

Brief of Accident (Continued)

File No. - 3309

8/21/83

SILVANA,WA

A/C Reg. No. N116CA

Time (Lc1) - 1832 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation OTHER

Finding(s)

1. MAINTENANCE,MODIFICATION - PERFORMED -
 2. SUPERVISION - IMPROPER - COMPANY/OPERATOR MGMT
 3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 4. AIRSPEED - REDUCED - 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) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3277 2/12/83 REEDSBURG, WI A/C Reg. No. N5277X Time (Lc1) - 1055 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CHAMPION 7KCAB	Eng Make/Model - LYCOMING IO-360-E1A	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 - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LONEROCK, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	REEDSBURG
Wind Dir/Speed- 180/008 KTS		Runway Ident - 18
Visibility - 6.0 SM	ATC/Airspace	Runway Lth/Wid - 4990/ 75
Lowest Sky/Clouds - 1700 FT	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1700 FT OVERCAST	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- HAZE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT IMPACTED A QUONSET-TYPE BLDG WHILE APPARENTLY ON AN UNUSUAL TYPE APPROACH FOR LANDING. ONE WITNESS OBSERVED THE ACFT MAKE A LOW SOUTH TO NORTH PASS OVER THE RWY & THEN PULL UP INTO A LOOP THAT CULMINATED IN THE QUONSET IMPACT. ANOTHER WITNESS OBSERVED THE ACFT FLYING SOUTH TO NORTH AT AN ESTIMATED 100-150 FT. HE SAW THE ACFT DO A HALF ROLL & THEN START A STEEP DESCENT TOWARD THE GROUND. AT 1030, IT WAS REPORTED THAT A HIGH WING, FIXED GEAR ACFT, YELLOW & WHITE IN COLOR, SIMILAR TO THE CONFIGURATION & COLOR OF N5277X, WAS MAKING LOW PASSES OVER SOME ICE FISHERMEN ON A LAKE.

Brief of Accident (Continued)

File No. - 3277

2/12/83

REEDSBURG,WI

A/C Reg. No. N5277X

Time (Lc1) - 1055 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. AEROBATICS - PERFORMED - PILOT IN COMMAND
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 4. OBJECT - BUILDING(NONRESIDENTIAL)
-

----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. - 3284 7/31/83 OSHKOSH,WI A/C Reg. No. N45AP Time (Lcl) - 1241 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -AIR SHOW	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PESTES RV-3	Eng Make/Model - LYCOMING O-320-E2F	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	WITTMAN FIELD
Wind Dir/Speed- 270/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 861
SE LAND	Months Since - 16	Make/Model- 142
	Aircraft Type - C-T210	Instrument- 43
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT OCCURRED DURING A "SHOWCASE" FLYBY AT THE ANNUAL EAA CONVENTION. THE ACFT WAS FLYING #4 POSITION IN A FORMATION OF 4 ACFT. THE FLT WAS EXECUTING A VERY STEEP, NEAR 90 DEG BANK LEFT TURN AT 300-500 FT WHEN THE ACFT'S CAME UP & OVER PUTTING THE ACFT INTO AN INVERTED POSITION. THE PLT REGAINED AN UPRIGHT POSITION WHILE IN A DESCENT & THE ACFT STRUCK A TREE. THE FLT LEADER STATED THERE WAS NO PLANE-TO-PLANE RADIO COMMUNICATIONS ESTABLISHED TO ADVISE THE WING & SLOT PLTS OF THE MANEUVERS ABOUT TO BE PERFORMED.

Brief of Accident (Continued)

File No. - 3284

7/31/83

OSHKOSH,WI

A/C Reg. No. N45AP

Time (Lc1) - 1241 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. CREW/GROUP COORDINATION - DISREGARDED - OTHER PERSON
 4. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

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) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3354 8/01/83 OMRO,WI A/C Reg. No. N3919X Time (Lcl) - 1310 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	1	0	0
Accident Occurred During -DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - MONNETT MONI	Eng Make/Model - KFM 107	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 22 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	OSHKOSH,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PRIVATE
Wind Dir/Speed- 340/020 KTS		Runway Ident - 03
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - 2900/ 30
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 10000
SE LAND,ME LAND	Months Since - 6	Make/Model- 2
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

ACCORDING TO WITNESSES, THE WIND WAS NORTHWESTERLY AT ABOUT 20 KTS & THE RWY HEADING OF THE DIRT STRIP WAS 030 DEG. THE PLT MADE A LOW PASS OVER THE STRIP, THEN MADE A TOUCH-&-GO LANDING. ON THE 3RD APCH, THE ACFT TOUCHED DOWN ABOUT 800 TO 900 FT FROM THE APCH END, THEN IT ROLLED APRX 900 TO 1000 FT. THE ACFT THEN LIFTED OFF IN A STEEP CLIMB & ENTERED A STEEP RIGHT BANK, FROM WHICH, THE NOSE DROPPED & THE PLANE DIVED ALMOST VERTICALLY TO THE GROUND. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 3354

8/01/83

OMRO,WI

A/C Reg. No. N3919X

Time (Lc1) - 1310 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
 3. CLIMB - EXCESSIVE - PILOT IN COMMAND
 4. MANEUVER - PERFORMED - PILOT IN COMMAND
 5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 6. 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) 5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3355 8/05/83 FOND DU LAC,WI A/C Reg. No. N7775C Time (Lcl) - 0837 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					1

-----Aircraft Information-----

Make/Model - GRUMMAN SCAN TYPE 30	Eng Make/Model - LYCOMING R-680-E	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 - 5	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OSHKOSH,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAKE WINNEBAGO
Wind Dir/Speed- 045/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WATER-CALM
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - UNK/NR
SE LAND,SE SEA,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF, THE AIRCREW FLEW TO THE SOUTHERN END OF LAKE WINNEBAGO WHERE THEY MADE SEVERAL UNEVENTFUL WATER LANDINGS. THEY ESTIMATED THAT THE WIND WAS FROM THE NORTHEAST AT 5 TO 6 KTS. THE WATER WAS DESCRIBED AS SMOOTH WITH ONLY SMALL RIPPLES. ON THE 6TH APCH, THE GEAR HANDLE WAS CHECKED IN THE UP POSITION & THE AMBER GEAR UP INDICATOR LIGHT WAS ILLUMINATED. THE AMPHIBIOUS ACFT TOUCHED DOWN ON THE WATER WITH NO BOUNCE OR PORPOISE. ABOUT 2 OR 3 SECONDS AFTER TOUCHDOWN, THE ACFT YAWED VIOLENTLY TO THE RIGHT & ROLLED LEFT. THE LEFT FLOAT & WING TIP HIT THE WATER & THE LEFT WING SEPARATED. THE HULL ROLLED OVER, BUT THE OCCUPANTS EGRESSED BEFORE THE ACFT SANK. A DIVER NOTED THAT THE RIGHT GEAR WAS EXTENDED. AFTER THE ACFT WAS RECOVERED, THE RIGHT MAIN GEAR ACTUATOR ROD CLEVIS WAS FOUND TO HAVE FRACTURED. THE FRACTURE SURFACE HAD SIGNS OF OVERLOAD FAILURE. THE LOCK NUT HAD BEEN SCREWED TIGHTLY AGAINST THE CLEVIS & THE LOCK NUT THREADS HAD PRODUCED GOUGE MARKS ON THE UNTHREADED PORTION OF THE SHANK OF THE CLEVIS.

Brief of Accident (Continued)

File No. - 3355

8/05/83

FOND DU LAC, WI

A/C Reg. No. N7775C

Time (Lcl) - 0837 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - OVERLOAD
 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 3. LANDING GEAR, MAIN GEAR - LOOSE
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3327 8/24/83 PEPIN,WI A/C Reg. No. NONE Time (Lc1) - 0845 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	1	0	0	0
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 103	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - TERATORN TIERRA	Eng Make/Model - ROTAX 377	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 35 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - UNK/NR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD RECENTLY PURCHASED & ASSEMBLED THE ULTRALIGHT VEHICLE. THE PERSON WHO SOLD HIM THE ULTRALIGHT SAID THAT HE SAW THE VEHICLE ON THE NIGHT BEFORE. ACCORDING TO HIM, IT "LOOKED LIKE HE HAD IT TOGETHER ALL RIGHT." HE SAID IT WAS HIS IMPRESSION THE PLT HAD TAKEN FLT LESSONS 7 OR 8 YRS BEFORE, BUT HAD NOT SOLOED. HE FURTHER SAID THE PLT WAS SUPPOSE TO HAVE TAKEN FLYING LESSONS BEFORE FLYING THE ULTRALIGHT. ON THE MORNING OF THE ACCIDENT, THE PLT TOLD HIS WIFE THAT HE WAS GOING TO START IT & PUT IT IN THE GARAGE. SHE HEARD THE ENG RUNNING, AND LATER WHEN SHE LOOKED, SHE FOUND THE ACFT ACROSS A FIELD, WHERE IT HAD CRASHED AGAINST A HILL. THE ULTRALIGHT HAD COME TO REST AT A TREE LINE AT THE BOTTOM OF THE HILL. THERE WAS EVIDENCE OF LITTLE MOVEMENT AFTER IMPACT. THE IMPACT HAD OCCURRED ON A 90 DEG HEADING WITH RESPECT TO THE FIELD.

Brief of Accident (Continued)

File No. - 3327

8/24/83

PEPIN,WI

A/C Reg. No. NONE

Time (Lc1) - 0845 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INADEQUATE TRAINING - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3285 9/17/83 FORESTVILLE,WI A/C Reg. No. N15651 Time (Lcl) - 0857 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point RIO CREEK,WI	OFF AIRPORT/STRIP
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- 360/005 KTS	Type of Clearance - NONE	Runway Surface - N/A
Visibility - 10.0 SM	Type Apch/Lndg - NONE	Runway Status - N/A
Lowest Sky/Clouds - THIN BKN		
Lowest Ceiling - UNK/NR		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 489
SE LAND	Months Since - 14	Make/Model- 489
	Aircraft Type - PA-28	Instrument- 48
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED MAKING LOW PASSES, 150-200 FT AGL, OVER A WOODED AREA & THEN STRIKE A RADIO ANTENNA AT THE 207-FT LEVEL. THE ACFT ROLLED INVERTED & IMPACTED THE GROUND. MEMBERS OF THE PLT'S AERO CLUB STATED THAT THE PLT & PAX WERE PROBABLY SPOTTING FOR DEER.

Brief of Accident (Continued)

File No. - 3285

9/17/83

FORESTVILLE,WI

A/C Reg. No. N15651

Time (Lc1) - 0857 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. OBJECT - ELECT TOWER
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3257 10/15/83 DODGEVILLE,WI A/C Reg. No. N8419G Time (Lcl) - 2135 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	3
Accident Occurred During -TAKEOFF					0

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	GRAYSLAKE,IL	DODGEVILLE
Wind Dir/Speed- 280/006 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 10.0 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - 2740/ 75
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 359
SE LAND	Months Since - 15	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 95
		Instrument- 52
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

MOMENTARILY AFTER LIFTING OFF, THE PLT HEARD A PRONOUNCED DECREASE IN ENG NOISE & NOTED THAT THE TACHOMETER INDICATION HAD DROPPED TO 1950 RPM. HE ELECTED TO ABORT, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. AFTER DEPARTING THE RWY, THE ACFT HIT AN OBJECT & RAN INTO A RAVINE BEFORE COMING TO REST. AN EXAM OF THE MARVELL SHEBLER CARBURETOR, MODEL MA4SPA, REVEALED A LEAK IN THE GASKET, PN 16-A48. THERE WAS EVIDENCE THAT THIS WOULD RESULT IN PARTIAL FUEL STARVATION.

Brief of Accident (Continued)

File No. - 3257

10/15/83

DODGEVILLE,WI

A/C Reg. No. N8419G

Time (Lcl) - 2135 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FUEL SYSTEM,CARBURETOR - FAILURE,PARTIAL
 2. FUEL SYSTEM,CARBURETOR - LEAK
 3. FLUID,FUEL - STARVATION
-

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

5. 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

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3203 9/24/83 ENCAMPMENT, WY A/C Reg. No. N3770P Time (Lc1) - 1515 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	2	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	0	0
Accident Occurred During -DESCENT	Crew Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SARATOGA, WY	OFF AIRPORT/STRIP
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- 240/010 KTS	Type of Clearance - NONE	Runway Surface - N/A
Visibility - 50.0 SM	Type Apch/Lndg - NONE	Runway Status - N/A
Lowest Sky/Clouds - UNK/NR		
Lowest Ceiling - 4000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 300
ME LAND	Months Since - 9	Make/Model- 300
	Aircraft Type - PA-18	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A LOW PASS WAS MADE OVER A FISHING POND SO THE FRONT SEAT PLT COULD WAVE AT HIS FATHER. ACCORDING TO THE PLT'S FATHER, THE PASS WAS BELOW THE LEVEL OF THE TREE TOPS. IN ATTEMPTING TO PULL UP SHARPLY TO AVOID THE TREES, THE ACFT WAS BANKED STEEPLY AND STALLED. THE ACFT THEN HIT AN UNOCCUPIED HOUSE AND CRASHED INTO A TREE. THE REAR SEAT PLT WAS THE OWNER-OPERATOR OF THE ACFT. THE FRONT SEAT PLT HAD ABOUT 2200 HRS TOTAL FLT TIME & A "CONSIDERABLE AMOUT OF TIME" IN A PA-18-150 SINCE HE WAS A FORMER ALASKA BUSH PLT. THE FRONT SEAT PLT IS PRESUMED TO HAVE BEEN AT THE CONTROLS.

Brief of Accident (Continued)

File No. - 3203

9/24/83

ENCAMPMENT,WY

A/C Reg. No. N3770P

Time (Lc1) - 1515 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - COPILOT
2. ALTITUDE - INADEQUATE - COPILOT
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - COPILOT
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. MANEUVER - DELAYED - COPILOT
6. STALL - INADVERTENT - COPILOT

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. OBJECT - RESIDENCE
8. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4,7,8

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7083

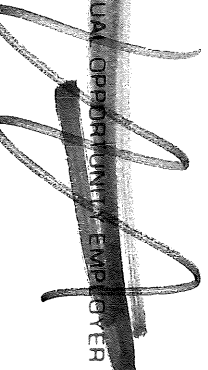
NTSB-AAB-85-18
Brief Format
U.S. Civil and Foreign Aviation
Issue Number 17 of 1983
Accidents

U.S. DEPARTMENT OF COMMERCE
National Technical Information Service
Springfield, VA 22161

OFFICIAL BUSINESS

Penalty for Private Use, \$300

AN EQUAL OPPORTUNITY EMPLOYER



U.S. DEPARTMENT OF COMMERCE
POST OFFICE BOX 3000
SPRINGFIELD, VA 22161

SPECIALTY PRINTING CLASS RATE

