
National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# CEN12LA134	01/13/2012 1930 CST	Regis# N524HW	Bartlesville, OK		
Acft Mk/Mdl AERO COMMANDER 500-B		Acft SN 1533-191	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk	Prob Caus: Pending
Eng Mk/Mdl LYCOMING TIO-540 SER			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091	
Opr Name: CENTRAL AIRLINES INC		Opr dba:		Aircraft Fire: NONE	

Narrative

On January 13, 2012, about 1930 central standard time, a twin-engine Aero Commander 500-B airplane, N524HW, experienced a loss of engine power during cruise flight near Bartlesville, Oklahoma. The airline transport rated pilot, sole occupant, received only minor injuries during forced landing and the airplane was substantially damaged. The airplane was owned and operated by Central Airlines, Inc. Fairway, Kansas, under the provisions of 14 Code of Federal Regulations Part 91 as a positioning flight. Night visual meteorological conditions prevailed for the flight, which operated on an instrument flight rules flight plan. The flight originated from the Charles B. Wheeler Downtown Airport (KMKC) about 1810, en route to the Cushing Municipal Airport (KCUH), Cushing, Oklahoma.

The responding Federal Aviation Administration (FAA) inspector reported that the pilot was in cruise flight when the right engine surged, followed by the left engine, then both engines lost power. The pilot then elected to conduct a forced landing at the Bartlesville Municipal Airport (KBVO); however, the airplane impacted trees and terrain approximately 1.5 miles from the airport.

The airplane was recovered for further examination.

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Accident Rpt# ERA11CA488	09/10/2011 945 EDT	Regis# N878AC	Leesburg, VA	Apt: Leesburg Executive JYO
Acft Mk/Mdl AMERICAN CHAMPION AIRCRAFT 8KCAB	Acft SN 878-2001	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk	Prob Caus: Pending
Eng Mk/Mdl LYCOMING AEIO-360 SER	Acft TT 2406	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: ROBERT MACMULLIN	Opr dba:	Aircraft Fire: NONE	AW Cert: STA	

Narrative

The pilot stated that the airplane was in front of the hangar on the taxiway. He went through the normal pre-flight and engine start checklist. Prior to engine start, the mixture was set full rich, fuel pump set on for about 3 seconds (then off), then mixture full off, throttle at full open, and then the starter was engaged. The engine started and mixture was pushed full on. During startup, the engine went to full power, the aircraft pitched over onto the taxiway resulting in the propeller striking the ground and the airplane's firewall incurring substantial damage. The engine was then secured and he exited the airplane uninjured. The airplane was place back onto its tail wheel and secured back into the hanger.

The pilot stated, after review of the situation, it was apparent that the starting checklist was not followed accurately in that the throttle should have been set to « inch open for starting instead of full open, and hand placed on the throttle immediately after the mixture control was pushed in to retard the throttle after the engine started.

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Accident Rpt# CEN12LA129	01/06/2012 1215 CST	Regis# N11HY	Chetek, WI		
Acft Mk/Mdl AVIAT AIRCRAFT INC A-1C-180		Acft SN 114-B	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk	Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-360-AIP		Acft TT 24	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: PILOT		Opr dba:	Aircraft Fire: NONE		
			AW Cert: STU		

Narrative

On January 6, 2012, about 1215 central standard time, an Aviat Aircraft Inc A-1C-180, N11HY, impacted terrain during an aborted landing on runway 35 (3,401 feet by 60 feet, dry asphalt), Chetek Municipal-Southworth Airport (Y23), Chetek, Wisconsin. The certificated private pilot and a passenger sustained minor injuries. The airplane sustained substantial damage to the wings and firewall. The airplane was registered to Aerosource LLC and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed and a flight plan had not been filed for the local flight that originated from Y23 at 1115.

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Accident Rpt# CEN12CA079	11/10/2011	945 CDT	Regis# N8188R	College Station, TX		
Acft Mk/Mdl BEECH 95-B55 (T42A)			Acft SN TC-1761	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk	Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR O-470 SERIES			Acft TT 5953	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: SOUTH DELTA AVIATION INC			Opr dba:		Aircraft Fire: NONE	AW Cert: STN

Narrative

The pilot reported that after 2 hours and 15 minutes of cross country flight, the left engine lost power and began to surge. The pilot contacted Air Traffic Control, declared an emergency, and asked for vectors to the nearest airport. During the descent toward an abandoned airport, the left engine continued to surge and the pilot went to full rich on both engines, turned on the fuel boost pumps, checked the magnetos, and checked the fuel valves. As the airplane descended through 3,000 feet, the right engine surged and lost power. The pilot assessed that he could not make it to the airport and selected a farm road to try to land. While turning from base leg to final approach for the road, the pilot lowered the landing gear and assessed that he not be able to make the road. Subsequently, the airplane hit the tops of trees about 50 feet from the road and descended to the ground with the main landing gear touching down first. As the nose landing gear touched the ground, the airplane flipped over inverted, resulting in substantial damage to the front of the fuselage and the rudder. Emergency responders to the accident scene reported that they did not see or smell the presence of fuel around the wreckage. An FAA inspector who responded to the accident site did not find evidence of fuel in the wreckage or the surrounding area. After the accident, the pilot initially stated to an FAA inspector that he ran out of fuel and he was not certain of the amount of fuel that was in the airplane when he initially departed on the flight. In a written statement, the pilot reported that he estimated he had about 136 gallons of fuel on board prior to commencing the flight. He noted that the amount was an estimate from a visual inspection during preflight.

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Accident Rpt# CEN12LA133	01/12/2012 2245 CST	Regis# N60676	Denmark, WI		
Acft Mk/Mdl CESSNA 150J		Acft SN 15070493	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk	Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR O-200 SERIES			Fatal 0	Ser Inj 1	Flt Conducted Under: FAR 091
Opr Name: GREEN CHARLES S III		Opr dba:		Aircraft Fire: NONE	AW Cert: STU

Narrative

On January 12, 2012, approximately 2245 central standard time, a Cessna 150J, N60676, collided with trees near Denmark, Wisconsin. The airline transport pilot, the sole occupant, was seriously injured. The airplane sustained substantial damage to the wings and fuselage. The airplane was registered to and operated by a private individual under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight.

An pilot rated witness reported that he observed the airplane about 2230, two miles south of crash site. He added that the airplane maneuvered approximately 500 feet above ground level. The airplane's landing light was observed on and off during the turns. The witness reported that the airplane's engine sounded normal and changes to the engine's rpm were also heard.

At 2253, an automated weather reporting station located at Austin Straubel International Airport (KGRB), Green Bay, Wisconsin, reported wind from 010 degrees at 7 knots, visibility 6 miles with mist, scattered clouds at 10,000 feet, temperature 34 degrees Fahrenheit (F), dew point 28 degrees F and a barometric pressure of 29.54 inches of Mercury.

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Accident Rpt# CEN12LA135	01/13/2012	2000 CST	Regis# N714BS	El Dorado, KS		
Acft Mk/Mdl CESSNA 150M			Acft SN 15079055	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk	Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR 0-200 SERIES				Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: PRAIRIE AIR SERVICE INC			Opr dba:			Aircraft Fire: NONE

Narrative

On January 13, 2012, about 2000 central standard time, a Cessna 150M airplane, N714BS, experienced a loss of engine power during cruise flight near El Dorado, Kansas. The private rated pilot, sole occupant, was not injured and the airplane sustained substantial damaged during the forced landing. The airplane was registered to Prairie Air Service, Inc. Benton, Kansas, and operated by a private individual. Night visual meteorological conditions prevailed and no flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight.

In a telephone interview with the aircraft owner, he stated that he had rented the airplane to a pilot who was gaining flight experience before a cross country flight. The owner added that he recommended the pilot gain experience at higher altitudes due to the higher terrain expected on the cross country flight.

The responding Federal Aviation Administration (FAA) inspector reported that the pilot stated he was about 12,000 feet mean sea level and wanted to see how far the airplane would glide, so he pulled the mixture and throttle back. At about 8,000 feet, the pilot then added the mixture and throttle; however, the engine would not respond. The pilot then elected to conduct a forced landing in a field. During the landing the airplane nosed over and came to rest in the inverted position.

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Accident Rpt# ERA11LA489	08/31/2011 1630 EDT	Regis# N739RU	Plymouth, MA	Apt: Plymouth Municipal Airport PYM
Acft Mk/Mdl CESSNA 172N		Acft SN 17270752	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320-H2AD		Acft TT 2692	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: ALPHA ONE FLIGHT SERVICE		Opr dba:		Aircraft Fire: NONE

Narrative

On August 31, 2011, about 1630 eastern daylight time, a Cessna 172N, N739RU was substantially damaged during landing at Plymouth Municipal Airport (PYM), Plymouth, Massachusetts. The private pilot was not injured. The airplane was registered to a private owner, and operated by Alpha One Flight Service under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed for the local flight and no flight plan had been filed.

The pilot reported that she was planning to stay in the airport traffic pattern to conduct takeoff and landing practice. During the takeoff roll, forward pressure was required on the control column to prevent the airplane from pitching up prior to rotation speed. She reported that she was not concerned about the controllability of the airplane and elected not to abort the takeoff. During the climb, nose down trim was applied; however, forward pressure was still required to maintain the correct pitch attitude. However, she reported to a Federal Aviation Administration (FAA) inspector that once in flight everything was normal. During the landing flare, the pilot reduced engine power; however, she was unable to pull back on the control column. The airplane bounced several times, each time impacting the nose landing gear prior to the main landing gear.

According to a written statement by a certificated flight instructor who flew the airplane prior to the accident flight; he "did not find any discrepancies with the aircraft during preflight and the flight was uneventful."

The accident was not reported to the FAA or the NTSB, but the damaged airplane was discovered at the airport approximately two weeks after the accident by an FAA inspector. Prior to the discovery of the accident, one of the flight school's mechanics removed the engine cowling and noticed the firewall was damaged. He further noted that the elevator trim was in a slight nose-up setting. He moved the trim wheel and noted the elevator trim tab operated. He then disconnected the elevator push/pull rod that connected to the bellcrank and was able to move the elevator and reported the freedom of movement. He further noted slack in the elevator secondary control cables which he attributed to the damage to the structure.

Examination of the airplane by an FAA inspector and an aircraft mechanic revealed that the firewall was buckled and the floor beneath the pilot and co-pilot's seat was damaged. The elevator push/pull rod, which connected to the bellcrank, was disconnected and the elevator moved unobstructed. The primary flight control cables remained connected at the elevator and the bellcrank. There was no evidence of damage to the elevator control "U." Examination behind the instrument panel revealed that there was nothing that would interfere with the travel of the control column. There was no indication of preimpact binding or damage. The aluminum channels, which were connected at the instrument panel and the firewall, remained attached at both ends by the rivets; however, were bent down causing binding to the aileron chain sprockets. The instrument panel had shifted aft of its normal position. The elevator control cables were void of tension and an accurate deflection indication of the elevator could not be obtained. The bearings and pulleys were free and showed no signs of previous damage.

In a written statement, a representative of the flight school reported no mechanical malfunctions or failures that would have precluded normal operation of the airplane.

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Accident Rpt# CEN11LA579	08/16/2011 1845 CDT	Regis# N3316D	Stillwater, OK	Apt: Stillwater Regional KSWO
Acft Mk/Mdl CESSNA 180		Acft SN 32114	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR O-470-K			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: DAVID A. ROBERTS		Opr dba:		Aircraft Fire: NONE

Narrative

On August 16, 2011, approximately 1845 central daylight time, a Cessna 180, N3316D, nosed over on landing at Stillwater Regional Airport (KSWO), Stillwater, Oklahoma. The private pilot was not injured. The airplane sustained substantial damage to both wings and the vertical stabilizer and rudder. The airplane was being operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, and no flight plan had been filed. The local flight originated from KSWO approximately 1730.

According to the pilot, he had made 2 full stall and 3 wheel landings. The control tower cleared him for the option to runway 17. He configured the airplane for a wheel landing. The airplane touched down and during the rollout, with the tail still in the air, the airplane started to weathervane with the wind and swerved hard to the right. The left wing struck the runway and the airplane nosed over. A postaccident examination revealed no anomalies.

According to the airport's weather reporting station, the wind had been from 180 degrees at 3 knots, then it shifted to 330 degrees at 14 knots, with gusts to 25 knots.

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Accident Rpt# CEN12CA064	10/09/2011	2005 CDT	Regis# N615BT	Phillipsburg, KS	Apt: Phillipsburg Municipal Airport PHG		
Acft Mk/Mdl CESSNA 210F			Acft SN 21058788	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk	Prob Caus: Pending	
Eng Mk/Mdl CONT MOTOR IO 520 SERIES			Acft TT 5098	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091	
Opr Name: CHENEY DUSTIN S			Opr dba:			Aircraft Fire: NONE	
						AW Cert: STN	

Narrative

The pilot reported that he made a normal landing on the main tires, but when the nose wheel set down it began to shimmy violently. In response, he pulled back on the control yoke and the airplane became momentarily airborne before it bounced several times and porpoised down the runway before stopping. Postaccident examination of the airplane revealed the nose wheel tire was crushed and partially attached to the rim; the firewall was wrinkled, the nose gear landing doors were damaged, the nose gear strut was slightly bent, and all three propeller blades were bent aft at the tips. Further examination of the runway indicated there were two propeller strike marks on the runway before the nosewheel struck the ground and left its own impact scars. Just forward of where the nosewheel impact marks began, were four additional propeller strike marks. The pilot stated that he did not observe any abnormality with the nosewheel tire prior to the flight.

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Accident Rpt# NYC07MA162 07/10/2007 835 EDT Regis# N501N Sanford, FL Apt: Orlando Sanford International SFB
Acft Mk/Mdl CESSNA 310R Acft SN 310R0866 Acft Dmg: DESTROYED Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl TELEDYNE CONTINENTAL 01520-MB1B Acft TT 4739 Fatal 5 Ser Inj 4 Flt Conducted Under: FAR 091
Opr Name: NATIONAL ASSOCIATION FOR STOCK CAR AUTO RACING Opr dba: NASCAR Aircraft Fire: BOTH
AW Cert: STN

Summary

The Safety Board's full report is available at http://www.ntsb.gov/publictn/A_Acc1.htm. The Aircraft Accident Report number is NTSB/AAR-09-01.

On July 10, 2007, about 0835 eastern daylight time, a Cessna Aircraft Company 310R, N501N, part of the fleet operated by the National Association for Stock Car Auto Racing (NASCAR) corporate aviation division, crashed while performing an emergency diversion to Orlando Sanford International Airport, Orlando, Florida. The two pilots on board the airplane (a commercial pilot and an airline transport pilot) and three people on the ground were killed. Four people on the ground received serious injuries. The airplane and two homes were destroyed by impact forces and a postcrash fire. The personal flight was operating under the provisions of 14 Code of Federal Regulations Part 91 on an instrument flight rules flight plan. Visual meteorological conditions prevailed at the time of the accident.

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: Actions and decisions by National Association for Stock Car Auto Racing's corporate aviation division's management and maintenance personnel to allow the accident airplane to be released for flight with a known and unresolved discrepancy, and the accident pilots' decision to operate the airplane with that known discrepancy, a discrepancy that likely resulted in an in-flight fire.

The Safety Board's full report is available at http://www.ntsb.gov/publictn/A_Acc1.htm. The Aircraft Accident Report number is NTSB/AAR-09-01.

Sequence of Events

Type of Occurrence - Phase of Flight

Cause/Factor - Text

FIRE - CRUISE

CAUSE IMPROPER DECISION - - COMPANY MAINTENANCE PERSONNEL

CAUSE IMPROPER DECISION - - COMPANY/OPERATOR MANAGEMENT

FORCED LANDING - DESCENT - EMERGENCY

- -

IN FLIGHT COLLISION WITH OBJECT - DESCENT - EMERGENCY

----- OBJECT - TREE(S) -

Narrative

The Safety Board's full report is available at http://www.ntsb.gov/publictn/A_Acc1.htm. The Aircraft Accident Report number is NTSB/AAR-09-01.

On July 10, 2007, about 0835 eastern daylight time, a Cessna Aircraft Company 310R, N501N, part of the fleet operated by the National Association for Stock Car Auto Racing (NASCAR) corporate aviation division, crashed while performing an emergency diversion to Orlando Sanford International Airport, Orlando, Florida. The two pilots on board the airplane (a commercial pilot and an airline transport pilot) and three people on the ground were killed. Four people on the ground received serious injuries. The airplane and two homes were destroyed by impact forces and a postcrash fire. The personal flight was operating under the provisions of 14 Code of Federal Regulations Part 91 on an instrument flight rules flight plan. Visual meteorological conditions prevailed at the time of the accident.

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Accident Rpt# CEN11CA685	09/06/2011 1630 CST	Regis# N550DP	Hays, KS	Apt: Hays Regional Airport HYS
Acft Mk/Mdl CESSNA A185F		Acft SN 18503747	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR IO-550-D		Acft TT 4000	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: 58P INC		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Narrative

According to the pilot after an uneventful cross-country flight he set up for landing after a normal approach. Upon touchdown on the right main landing gear, the airplane bounced and ground looped to the left. The airplane nosed over inverted resulting in substantial damage to both wings and tail section. The reported wind at the time of the accident was calm with no gusts. After the accident, the experienced pilot reported that he should not have delayed in performing a more effective recovery from the bounced landing.

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Accident Rpt# ERA12WA103	12/01/2011 2048 UTC	Regis# OB1299	Cerro Escalera, PE		
Acft Mk/Mdl CESSNA TU206-G		Acft SN 20606079	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk	Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL TSIO-520-M			Fatal 4 Ser Inj 0	Flt Conducted Under: FAR NUSN	
Opr Name: PALMAS DEL ESPINO S.A.		Opr dba:		Aircraft Fire: NONE	
				AW Cert: STN	

Narrative

On December 1, 2011, about 2048 UTC, a Cessna TU206G, Peruvian registration OB-1299, registered to and operated by Palmas del Espino S.A., collided with mountainous terrain near Cerro Escalera, Peru. Weather conditions at the altitude, location, and time of the occurrence are unknown, and a visual flight rules (VFR) flight plan was filed for the foreign, non commercial passenger flight from Shanusi Airport, San Martin, Peru, to Aeropuerto Guillermo del Castillo Paredes Airport (SPST), San Martin, Peru. The airplane sustained substantial damage and the certificated commercial Peruvian pilot and three passengers were killed. The flight originated about 2030 UTC from Shanusi Airport.

After reporting to the control tower while flying over Cerro Escalera, the pilot was told to orbit to the west. Radio contact was lost immediately afterwards. The airplane impacted mountainous terrain about 4,250 feet above sea level on the west side of Cerro Escalera which has an elevation about 4,500 feet above sea level.

This investigation is under the jurisdiction of the Government of Peru. Any further information can be obtained from:

Comision de Investigacion de Accidentes de Aviacion (CIAA)
Avenida Jiron Zorritos 1203
Lima 1 Peru Central: 6157800
Telephone: 51-1-6157488
Facsimile: 51-1-6157800 Anx 3030

This report is for informational purposes only, and contains information released by or obtained for the Government of Peru.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR11LA063	11/27/2010 1030 PST	Regis# N5101X	Rialto, CA	Apt: Rialto Municipal L67
Acft Mk/Mdl CHAMPION 7KCAB		Acft SN 164	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-320 SERIES		Acft TT 1722	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: FOOTHILL FLYING CLUB		Opr dba:		Aircraft Fire: NONE
				AW Cert: STA

Narrative

On November 27, 2010, at 1030 Pacific standard time, an American Champion 7KCAB tailwheel equipped airplane, N5101X, sustained substantial damage to the fuselage and left wing assembly following a main gear collapse during landing at the Rialto Municipal Airport, Rialto, California. The certified flight instructor (CFI) and private pilot receiving tail wheel instruction were not injured. The airplane was operated by Foothill Flying Club as a visual flight rules (VFR) instructional flight under the provisions of Title 14 Code of Federal Regulations (CFR) Part 91. Visual meteorological conditions prevailed at the time of the accident. No flight plan was filed for the instructional flight that originated from Upland, California, at 0930.

In a written report to the National Transportation Safety Board (NTSB) investigator-in-charge, the CFI stated that during the wheel landing, with the private pilot manipulating the flight controls, the airplane's left main landing gear collapsed. He stated that the airplane skidded to the left, and contacted a taxiway sign before it came to rest. The instructor reported that the wind was calm during the timeframe of the accident.

The fractured landing gear leg was shipped to the NTSB Materials Laboratory in Washington, D.C. for further examination.

An NTSB senior metallurgist reported that examination of the left landing gear leg revealed that it fractured at the inboard end, approximately where the spring passes through the fillet plate and seal. The inboard fracture face had a dark crescent-shaped fracture on the aft edge. The smooth dark appearance, the presence of a crack arrest mark, and the presence of ratchet marks of this crescent-shaped region is consistent with the features of fatigue cracking from multiple origins. The remainder of the fracture face exhibited a coarse, grainy appearance, clear chevron markings originating adjacent to the fatigue crack, and a shear lip. All features were found consistent with overstress fracture. The paint on the underside of the spring had been worn away in the same region as the fracture, where the support wedges contact the surface of the spring. Corrosion damage is also present on the worn surfaces.

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Accident Rpt# CEN12CA130	12/28/2011 1120 CDT	Regis# N6129T	Eldorado, TX	Apt: Eldorado Airport 27R
Acft Mk/Mdl MAULE M-7-235		Acft SN 4053C	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-540 SER		Acft TT 5104	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: TAF AERIAL SERVICES LLC		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Narrative

After checking the weather for the route of flight, the pilot initiated the aerial observation flight to survey pipelines in his tail wheel equipped airplane. The flight was uneventful and the pilot set up to land at his planned airport to refuel. Prior to making the approach to land, the pilot checked the nearest weather reporting facility (about 33 miles to the southwest). The facility reported the wind from 270 degrees at 15 knots, with gusts of 20 knots. The pilot made preparations for a crosswind landing on the runway bearing 350 degrees. On final approach, the pilot noted that the windsock appeared to be extended at a 45 degree angle to the runway. He made his final approach with the upwind wing down and a bit more airspeed than usual to compensate for the crosswind. After both main wheels were on the runway, the pilot felt the upwind wing lift, even with full left aileron and opposite rudder inputs. He also felt that the airplane's right wheel brake was "spongy." As the wing lifted, the airplane began to ground loop to the left and the pilot thought that it was too late to initiate a go-around. The airplane then skidded off the runway, impacting terrain, which resulted in substantial damage to the wings. After the pilot exited the airplane, he noted that the windsock was fully extended perpendicular to the runway.

After the accident, the pilot stated that he was very experienced in crosswind landings and that he should have not relied on a distant weather facility report. He stated that he should have made a full pattern approach to check the windsock more closely and better assess the local wind before landing.

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Accident Rpt# CEN12CA132	01/02/2012 1350 MDT	Regis# N9952Q	Del Norte, CO	Apt: Del Norte Kent Rominger Field 8V1
Acft Mk/Mdl PIPER PA-18-135		Acft SN 18-3579	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-360-B2B		Acft TT 3962	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: JIMMY K. ADELMAN		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Narrative

The pilot, who held a private pilot certificate, was receiving dual instruction from a certified flight instructor (CFI) to become familiar with his newly acquired tail wheel equipped airplane. After practicing some standard flight maneuvers at altitude, the pilot returned to the departure airport to practice full stop landings and takeoffs. The CFI demonstrated the first landing, and then the pilot performed the next four landings and takeoffs with the CFI monitoring the controls and providing assistance when necessary. The CFI stated that the pilot's first landing was normal, the second landing required minor directional control assistance, the third required no assistance, and the fourth required some assistance from base leg to final but the landing and roll out were normal. On the fifth landing, the pilot made a nice three point touchdown and rolled straight ahead. During the roll out, the airplane suddenly swerved to the right and the CFI immediately saw that the pilot had already had full left corrective rudder applied. The CFI then applied corrective left brake to try and correct the swerve, but the application seemed ineffective. He then applied right brake to try and slow the airplane's pending departure off of the runway. The aircraft then pitched over on its nose, then over onto its back, coming to rest in a snow bank that was bordering the runway. The top of the rudder sustained substantial damage.

The airplane was equipped with a STC non-standard brake system. The CFI stated that when he had ferried the airplane, he noted that the brake system had extreme sensitivity. The CFI stated that he told the pilot early in his instruction that the use of the brakes should be avoided in normal operations due to their sensitivity. The CFI stated that he believes that the sensitivity of the brake system was a causal factor in the accident.

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Incident Rpt# ERA12WA091	11/23/2011 1717 UTC	Regis# HK1263	Quibdo, CO	Apt: El Carano Airport SKUI
Acft Mk/Mdl PIPER PA23-250		Acft SN 27-3061	Acft Dmg: MINOR	Rpt Status: Unk Prob Caus: Pending
		Acft TT 119	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR NUSC
Opr Name: AEROLINEAS ALAS DE COLOMBIA LTDA.		Opr dba:		Aircraft Fire: NONE AW Cert: STN

Narrative

On November 23, 2011, about 1717 UTC, a Piper PA-23-250, Colombian registration HK1263, operated by Aerolineas Alas de Colombia LTDA, experienced collapse of the left main landing gear during the landing roll at the El Carano Airport (SKUI), Quibdo, Colombia. Visual meteorological conditions prevailed at the time and a visual flight rules flight plan was filed for the foreign air taxi flight from E. Olaya Herrera Airport (SKMD), Medellin, Colombia. The airplane sustained minor damage and there were no injuries to the certificated commercial pilot, co-pilot, and 3 passengers. The flight originated about 1710 UTC from SKMD.

According to personnel from the Colombian Civil Aviation Authority, after touchdown during the landing roll on runway 31, the left main landing gear collapsed. The airplane slid to a stop coming to rest upright.

This investigation is under the jurisdiction of the Government of Colombia. Any further information can be obtained from:

Unidad Administrativa Especial de Aeronautica Civil
Aeropuerto Internacional El Dorado
Bogota, Colombia
Telephone: 571.425.1000

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National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR12LA076	01/06/2012 1548 MST	Regis# N4175V	Phoenix, AZ	Apt: Phoenix Deer Valley DVT
Acft Mk/Mdl PIPER PA28-181		Acft SN 2843126	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl LYCOMING O360		Acft TT 10389	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: TRANSPAC AVIATION ACADEMY		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Narrative

On January 6, 2012, about 1548 mountain standard time, a Piper PA28-181, N4175V, was substantially damaged during landing when it veered off runway 25L at Phoenix Deer Valley Airport (DVT), Phoenix, Arizona. The student pilot was not injured. The instructional flight was operated under the provisions of Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed, and a visual flight rules (VFR) flight plan was filed and activated for the flight.

The airplane was operated by TransPac Aviation Academy, and was based at DVT. According to the pilot, the flight was a solo cross-country flight, which was to go from DVT to Gila Bend Municipal Airport (E63), then to Wickenburg Municipal Airport (E25), and then back to DVT. The pilot stated that during the landing rollout on runway 4 at E63, the airplane pulled to the right, but he did not experience a runway excursion. After slowing, the pilot exited the runway, and the airplane taxied normally. The pilot shut down the engine and briefly examined the airplane, but did not observe any anomalies. He re-boarded, re-started, taxied for takeoff, and departed; the airplane again performed normally. Upon arrival at E25, the pilot made a low approach, and then proceeded to go around without landing, since he was uncomfortable from his landing experience at E63. He circled the airport a few times, and then departed for DVT, without another approach or landing attempt. The pilot said that his landing at DVT was normal, but that once the nose gear touched down, the airplane veered right, and departed the runway. The airplane struck a runway distance sign, and then a berm. The nose landing gear, right main landing gear, and the right wing sustained significant damage.

According to the operator's flight safety manager, the airplane had accumulated about 10,400 hours total time in service, and about 50 hours in service since its most recent inspection. The pilot had a total flight experience of about 66 hours, all of which was in the accident airplane make and model. He had about 8 hours of solo flight time, and the accident flight was not his first solo cross-country flight. His most recent FAA third-class medical certificate was issued in October 2011.

FAA information indicated that E63 runway 4 measured 5,200 feet long by 75 feet wide, and that DVT runway 25L measured 8,197 feet long by 100 feet wide.

Recorded wind information at an airport about 5 miles south-southwest of E63 indicated that the wind speed gradually decreased from 7 to 2 mph between the period from 1300 to 1500; at all those times the wind direction was "variable." The DVT 1553 automated weather observation included calm winds; visibility 10 miles, clear skies; temperature 21 degrees C; dew point -3 degrees C; and an altimeter setting of 29.97 inches of mercury.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# CEN11LA688	08/28/2011	0 CDT	Regis# N8617	Berryville, TX	Apt: Paradise Point Airport 3TX1
Acft Mk/Mdl TAYLORCRAFT BC12-D			Acft SN 8617	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR A&C65 SERIES				Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: DEPUE BEN W			Opr dba:		Aircraft Fire: NONE
					AW Cert: STN

Narrative

On August 28, 2011, at an unknown time, a Taylorcraft BC12-D airplane, N8617, was substantially damaged during a forced landing near Berryville, Texas. The pilot received minor injuries. The airplane was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 without a flight plan. Visual meteorological conditions prevailed. The local flight originated from Paradise Point Airport (3TX1), Berryville, Texas, at an unknown time.

The pilot reported the accident to the Federal Aviation Administration (FAA) on September 13, 2011. The FAA reported the accident to the National Transportation Safety Board on November 1, 2011.

The pilot reported, to the FAA, that the engine lost power during the turn from crosswind to downwind at 3TX1 following a 1.5 hour flight. During the forced landing to a field, the pilot stalled the airplane five feet above the ground. The airplane impacted the ground, the left main landing gear separated, and the left wing dug into the ground, fracturing the left wing spar. The airplane came to rest in a nose down attitude.

The pilot moved the airplane to his hangar and partially disassembled the airplane to inspect the damage and to attempt to determine the cause of the loss of engine power. The pilot was unable to determine the cause of the loss of engine power.

The FAA inspected the airplane on September 28, 2011. The fuel tanks were empty and did not show impact damage. The pilot stated that he had three hours of fuel on board prior to the accident flight and that the remaining fuel had leaked out since the accident. Due to the level of disassembly, the FAA inspectors were unable to determine if there were any mechanical anomalies with the airplane or the engine. The possibility for carburetor icing was examined and ruled out as a potential contributing factor.

The pilot did not submit an accident report form, despite several requests.