

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# CEN12LA015	10/07/2011 1640 CDT	Regis# N642EZ	Vidalia, LA		
Acft Mk/Mdl CESSNA 150L		Acft SN 15074225	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: ELLETT THOMAS S		Opr dba:			Aircraft Fire: NONE

Narrative

On October 7, 2011, at 1640 central daylight time, N642EZ, a Cessna 150L, sustained substantial damage during a forced landing to a field after a loss of engine power while on approach to the Concordia Parish Airport (0R4), Vidalia, Louisiana. The commercial pilot, the sole occupant, was not injured. The airplane was registered to and operated by a private individual. No flight plan was filed for the flight that originated at the Cleveland Municipal Airport (RNV), Cleveland, Mississippi, about 1450. Visual meteorological conditions prevailed for the repositioning flight conducted under 14 Code of Federal Regulations Part 91.

In a written statement, the pilot said he began his descent approximately 10 miles from the airport. When he was approximately 5 miles from the airport he applied carburetor heat to "reduce throttle/RPM and increase descent rate." However, when he applied carburetor heat, the engine lost a "significant" amount of RPM. The pilot immediately turned off the carburetor heat and the engine continued to lose all power. The pilot made a forced landing to a recently plowed cotton field and subsequently flipped over.

Inspectors with the Federal Aviation Administration (FAA) performed a postaccident examination of the airplane and the engine. According to one of the inspectors, the airplane's vertical stabilizer, rudder and firewall sustained substantial damage. The nose landing gear was displaced aft and both wings exhibited impact damage. Fuel was found in the fuel lines to the gascolater and also in the gascolator and carburetor bowl. This fuel was blue in color and absent of debris and water. Compression and valve train continuity were established to each cylinder via manual rotation of the propeller and spark was produced to each ignition lead. No mechanical anomalies were noted with the engine.

At 1635, weather at Natchez-Adams County Airport (HEZ), Natchez, Mississippi, about 11 miles east of the accident site, reported wind from 140 degrees at 10 knots, visibility 10 miles, few clouds at 6,500 feet, scattered clouds at 8,500 feet, temperature 84 degrees Fahrenheit, dewpoint 61 degrees Fahrenheit, and a barometric pressure setting of 30.12 inches Hg.

According to the Department of Transportation/FAA Carburetor Icing Probability Chart, the weather conditions at the time of the power loss were conducive to serious carburetor icing at glide power.

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Accident Rpt# WPR12CA079	01/22/2012 1430 PST	Regis# N64270	Richland, WA	Apt: Richland Airport RLD
Acft Mk/Mdl CESSNA 172M		Acft SN 17265142	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320 SERIES		Acft TT 5830	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: KENNEWICK AIRCRAFT SERVICES, INC.		Opr dba: SUNDANCE AVIATION		Aircraft Fire: NONE
				AW Cert: STN

Narrative

The student pilot was practicing normal touch-and-go landings. On the third landing, the pilot did not pitch the nose up sufficiently and the airplane began to porpoise and wheelbarrow on the nose wheel. The student pilot attempted to steer the airplane back towards the centerline of the runway, but was unsuccessful and the airplane departed the left side of the runway. As the airplane left the pavement, it hit a snow berm and it nosed over onto its back. The airplane sustained substantial damage to both wings and to the vertical stabilizer. The pilot stated that there were no pre-impact mechanical malfunctions or failures with the airplane.

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Accident Rpt# ERA12FA175	02/09/2012 1345 EST	Regis# N6062E	Lebanon, NH	Apt: Lebanon Municipal Airport LEB
Acft Mk/Mdl CESSNA T182T		Acft SN T18208595	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl LYCOMING TIO-540-AK1A		Acft TT 583	Fatal 1 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: SCHLIEBEN PAUL		Opr dba:		Aircraft Fire: GRD

Narrative

On February 9, 2012, at 1345 eastern standard time, N6062E, a Cessna T182T, was substantially damaged when it impacted terrain while returning to land after takeoff from Lebanon Municipal Airport (LEB), Lebanon, New Hampshire. The certificated private pilot was fatally injured. Visual meteorological conditions prevailed for the personal flight, which was conducted under the provisions of Title 14 Code of Federal Regulations Part 91.

According to preliminary air traffic control information provided by the Federal Aviation Administration (FAA), the airplane departed runway 36. About 1 mile north of the runway, the pilot reported he needed to return to the airport to land, but did not specify the nature of his emergency. The pilot was cleared to land on any runway, and the airplane subsequently impacted the ground to the east of the approach end of runway 36.

A flight instructor preparing for a flight heard the accident pilot on the air traffic control tower frequency informing the controller that he "had to come back." He then observed the airplane flying northeast to southwest over the field, and heard the tower controller clear the airplane to land on any runway.

The accident airplane continued southbound, toward the approach end of runway 36. The helicopter pilot observed the wings "wobbling" (banking left and right) and the airplane "porpoising" while on the downwind leg of the traffic pattern for runway 36. The airplane made a turn onto what appeared to be the base leg of the traffic pattern, and it "looked like he was trying to get back to the runway." The airplane then overshot final approach, made a "hard left turn," and then pitched down abruptly. The helicopter pilot described the event as a "stall/spin".

A third witness observed the accident airplane fly over the air traffic control tower, traveling in a southwest direction. He heard the airplane's engine "stop," and then observed the airplane turn back toward the airport. According to the witness, it appeared the airplane was "gliding" with the wings and the tail oscillating during the approach. As the airplane approached the tower, it made a sharp right turn and descended behind a line of trees.

The airplane impacted the frozen ground about 700 feet to the east of runway 36. The wreckage was oriented on a heading of 150 degrees magnetic. All components of the airplane were accounted for at the main wreckage and there was no discernible wreckage path. The airplane was consumed by a post-crash fire, with the exception of a portion of the right wing, and the tail surfaces. The engine and engine accessories were retained for further examination.

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Accident Rpt# WPR12CA042	10/30/2011 1500 PDT	Regis# N82213	Grangeville, ID	Apt: Idaho County Airport GIC
Acft Mk/Mdl PIPER PA-18-150		Acft SN 18-8009031	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320-A2B		Acft TT 1148	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: MICHAEL J. FREI		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Summary

The pilot reported that, after he performed a landing, the wind direction changed as he was attempting to turn off the runway to taxi. The wind shifted, increased, and began to gust to 17 knots. As the pilot turned the airplane off the runway, he did not increase engine power or use the brakes to maintain control, and the airplane ground looped. A wing spar broke when the left wing impacted the runway surface.

Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The pilot's inadequate compensation for the wind conditions and loss of directional control while taxiing off the runway.

Events

1. Taxi-from runway - Loss of control on ground

Findings - Cause/Factor

1. Environmental issues-Conditions/weather/phenomena-Wind-Variable wind-Response/compensation - C
2. Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
3. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C

Narrative

The pilot reported that he was practicing landings and had landed four times without incident. Then, during the fifth landing, the wind direction changed while he was landing on runway 7. The wind was initially southerly at 6 knots. But then it became southwesterly at 12 knots, with gusts to 17 knots. The pilot stated that as he turned off the runway he lost directional control of the airplane. He did not increase engine power or use the breaks to maintain control. The airplane ground looped, and a wing spar broke when the left wing impacted the runway surface.

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Accident Rpt# WPR12LA087	01/27/2012 1210 PST	Regis# N15791	Chehalis, WA	Apt: Chehalis Airport KCLS
Acft Mk/Mdl PIPER PA-28-140		Acft SN 287325165	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320 SERIES			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: GARY HABERSETZER		Opr dba:		Aircraft Fire: NONE

Narrative

On January 27, 2012, about 1210 Pacific Standard Time, a Piper PA-28-140, N15791, impacted an object protruding from the terrain when the pilot landed short of the runway at Chehalis Airport, Chehalis, Washington. The commercial pilot, and the certified flight instructor who was giving him a flight review, were not injured, but the airplane, which was owned and operated by the pilot, sustained substantial damage. The 14 Code of Federal Regulations Part 91 flight review, which departed the same airport about 90 minutes prior to the accident, was being operated in visual meteorological conditions. No flight plan had been filed.

According to the pilot, who was acting as pilot-in-command because his previous flight review was still current, he was executing a simulated power-off landing as part of his current flight review. Because he failed to manage his glide profile in a manner that allowed him to extend the airplane's glide all the way to the approach end of the runway, and since he elected not to add engine power, the airplane touched down in a grassy area a little over 300 feet short of the runway threshold. The pilot then continued the landing roll over the grassy area, across the threshold, and onto the paved runway surface. Although neither the pilot nor the instructor realized that the airplane had impacted an object, later, after the pilot had returned to his home base, he noticed a dent protruding upward from the top skin of the stabilator. He therefore looked at the underside of the stabilator, and discovered a punctured/torn area that required replacement of stressed skin in an area greater than six inches across.

Airport personnel later checked the area off the approach end of the runway, and found a piece of bent over rebar protruding from the terrain just over 300 feet from the runway threshold. Tire tracks in the grass revealed that the airplane's wings had just cleared the rebar and that the main landing gear had contacted the surface about 10 feet past it. The rebar, the top portion of which was painted white, was protruding about a foot and a half above the ground. It had been placed there to mark the location of a portion of a future approach lighting system.

According to the FAA Inspector who went to the scene of the accident, the rebar was located about 100 feet beyond the boundary of the Runway Safety Area at the non-controlled airport. The same inspector reported that the flight instructor stated that he did not suggest to the pilot that he add power because it appeared to him that the grassy area was clear, and because he thought the pilot would learn a good lesson by landing short.

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Accident Rpt# WPR12CA083	01/26/2012 1410 PST	Regis# N4297S	Santa Barbara, CA	Apt: Santa Barbara Municipal SBA
Acft Mk/Mdl PIPER PA-28-181		Acft SN 28-8390045	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl LYCOMING O&VO-360 SER		Acft TT 11476	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: MARCO A. PEREZ		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Narrative

The pilot reported that after aligning the airplane with the runway centerline and adding full power, the airplane accelerated and then began to veer to the left. The pilot further said that he immediately added right rudder to correct for the deviation but the airplane did not respond to the control input. The pilot stated that he then elected to abort the takeoff, but seeing runway signs in his path he added full power again in an attempt to get airborne to avoid colliding with the signs. After becoming airborne the airplane impacted an airport sign with its right main landing gear and right stabilator, which resulted in substantial damage to the airplane. Neither the pilot nor a Federal Aviation Administration inspector, who examined the airplane after the accident, reported any pre-impact mechanical malfunctions or anomalies. The pilot added that he was using runway 25 at the time of the accident, that the wind was 250 degrees at 8 knots, and that there were no gust reported.

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Accident Rpt# ANC12CA012	12/08/2011 1400 AST	Regis# N300ED	Kaltag, AK	Apt: Kaltag PAKV
Acft Mk/Mdl PIPER PA-31-350		Acft SN 31-7852008	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-540-J2BD		Acft TT 29724	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 135
Opr Name: WARBELOWS AIR VENTURES INC		Opr dba: WARBELOWS AIR VENTURE		Aircraft Fire: NONE

Narrative

During a visual approach in icing conditions, the pilot retracted the landing gear to prevent ice from building up on the gear. He reported that as he applied power to abort the approach, he saw the runway, and continued the landing. Due to fatigue and other distractions the pilot said he failed to re-extend the landing gear, and landed the airplane gear-up. The airplane slid into a snow berm, and received substantial damage to the wings and fuselage.

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Accident Rpt# CEN12CA140	01/15/2012 1600 MST	Regis# N513CW	Angle Fire, NM	Apt: Angel Fire Airport KAXX
Acft Mk/Mdl PIPER PA-32RT-300		Acft SN 32R-7885170	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-540-K1GD		Acft TT 3764	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: EDWARD ROWE		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Narrative

During the initial takeoff climb from runway 17, the airplane veered abruptly to the left and started to sink. The pilot elected to abort the takeoff and the airplane settled back to the ground. As the airplane rolled through the snow, the nosewheel and the left main landing gear collapsed. A postaccident examination of the airframe revealed that the outboard portion of the left wing was substantially damaged. The pilot estimated the winds at 20 to 30 knots. Winds at the time of the accident were recorded as 250 degrees at 26 knots gusting to 37 knots. No preaccident mechanical malfunctions or failures were found that would have precluded normal operation.