

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# CEN18LA059	12/20/2017 850 MST	Regis# N519MA	Longmont, CO	Apt: Vance Brand LMO
Acft Mk/Mdl AMERICAN CHAMPION AIRCRAFT		Acft SN 489-2004	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320-B2B		Acft TT 1847	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: FLY ELITE AVIATION		Opr dba:		Aircraft Fire: NONE
				AW Cert: STA

Events

5. Landing - Sys/Comp malf/fail (non-power)

Narrative

On December 20, 2017, about 0850 mountain standard time, an American Champion Aircraft 7GCAA, N519MA, landed hard and departed the left side runway at Vance Brand Airport (LMO), Longmont, Colorado. The flight instructor and private pilot were not injured and the airplane sustained substantial damage during the runway excursion. The airplane was registered to CAG International Inc., and operated by Fly Elite Aviation, Longmont, Colorado, under the provisions of 14 Code of Federal Regulations Part 91 as an instructional flight. Visual meteorological conditions prevailed at the time of the accident and no flight pan had been filed. The local flight departed about 0845.

The flight instructor reported that he and the private pilot were conducting a routine instructional flight when the private pilot made a hard landing. The flight instructor heard a "snapping" sound during the landing so he took over the flight controls. He increased the throttle to compensate for the bounced landing and then landed the airplane on the runway. The left landing gear collapsed up and aft and the wheel pushed against the left rear wing strut. The airplane continued forward on its nose and left wing and departed the left side of the runway near taxiway A2.

The responding Federal Aviation Administration (FAA) inspector reported that the left landing gear thru-bolt was fractured.

The thru-bolt was sent to the NTSB Materials Laboratory and the airplane was retained for further examination.

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Accident Rpt# GAA18CA091	12/19/2017 1515 MST	Regis# N33HY	Phoenix, AZ	Apt: Phoenix Deer Valley DVT
Acft Mk/Mdl AVIAT AIRCRAFT INC A 1-B		Acft SN 2410	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: GRANE, SCOTT R		Opr dba:		Aircraft Fire: NONE

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Accident Rpt# WPR15LA183	06/11/2015 840 MST	Regis# N8401N	Tucson, AZ	Apt: La Cholla Airpark 57AZ
Acft Mk/Mdl BEECH E33A		Acft SN CE-215	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR IO 520 SERIES		Acft TT 5000	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: ADRIAN WARREN		Opr dba:		Aircraft Fire: NONE

Events

1. Landing-landing roll - Sys/Comp malf/fail (non-power)
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Narrative

On June 11, 2015, about 0840 mountain standard time, a Beech E33A, N8401N, exited the runway landing surface during the landing rollout at La Cholla Airpark, Tucson, Arizona, and collided with a drainage ditch. The owner/pilot was operating the airplane under the provisions of 14 Code of Federal Regulations Part 91. The commercial pilot was not injured; the airplane sustained substantial damage. The local personal flight departed Tucson, about 0800. Visual meteorological conditions prevailed, and no flight plan had been filed.

In a written statement, the pilot reported that the landing touchdown was smooth, with power nearly off. During the landing roll, he applied gentle pressure to the brakes to slow down, however the left side braking action was non-existent, while the right side brake held. The pilot was unable to maintain directional control as the airplane departed the narrow runway and subsequently collided with a drainage ditch and low cement wall.

The wreckage was recovered to a secured facility where a Federal Aviation Administration Inspector from the Scottsdale, Arizona, Flight Standards District Office examined the brake system. The inspector reported no evidence of a mechanical malfunction or failure. The hydraulic system was almost empty due to the bleeder valve on the brake caliper was sheared off.

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Accident Rpt# CEN16LA294	07/30/2016 1505 CDT	Regis# N975BH	Oshkosh, WI	Apt: Wittman Rgnl OSH
Acft Mk/Mdl BELL 47G 2		Acft SN 2242	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING VO-435		Acft TT 6866	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: EXPERIMENTAL AIRCRAFT ASSOCIATION		Opr dba:		Aircraft Fire: NONE AW Cert: STN

Events

1. Approach-VFR pattern downwind - Powerplant sys/comp malf/fail

Narrative

On July 30, 2016, about 1500 central daylight time (CDT), a Bell 47 G2, N975BH, experienced a loss of engine power control during descent into Whittman Regional Airport (KOSH), Oshkosh, Wisconsin. The helicopter sustained substantial damage to the main rotor blades and tail. The airline transport-rated pilot and two passengers on-board were not injured. The helicopter was privately registered and operated by the Experimental Aircraft Association (EAA) under the provisions of 14 Code of Federal Regulations Part 136 as a commercial air tour flight. Visual meteorological conditions prevailed for the flight, and no flight plan was filed. The local flight originated at Pioneer Airport (WS17), Oshkosh, Wisconsin.

The pilot explained that four flights departed from Pioneer Airport (WS17), part of the Oshkosh Airport Complex, and flew over the EAA AirVenture Fly-In grounds then returned to the airport. Upon return to the airport, the pilot entered the downwind leg of the pattern and attempted to reduce power for landing. The power would only decrease to 3100rpm. The throttle was moved 'full travel' with no power change. The pilot explained that he wanted to maintain the collective to avoid over speeding the engine, but was unable to slow or descend. He switched to the right magneto and applied full carburetor heat to reduce the engine power; however, the power did not reduce enough to descend. After flying the traffic pattern "several times" attempting to descend, the pilot described putting the helicopter into a slip with the right pedal. He stated it was the only way to descend because when the pedals were in a neutral position the helicopter would climb with the engine still producing full power. He circled at the end of runway 9 to descend in altitude, getting to approximately 100 feet agl before shutting off the ignition and conducting a low altitude auto rotation. The helicopter impacted the ground "hard" on the back side of the skids, the main rotor blade struck the tail and the tail rotor assembly separated from the tail boom. The helicopter skidded to the left side of the runway and came to rest in the grass.

The pilot stated there were no indications of a flight control problem in prior flights the day of the accident, or during the accident flight until returning to the airport at the completion of the tour.

The pilot indicated a complete overhaul of the helicopter was completed 37.6 hours before the accident flight. An on-scene inspection of the helicopter by the FAA and NTSB personnel revealed the throttle linkage nut had loosened and separated from its fitting, this separation would result in complete loss of throttle control. The maintenance manual for the Bell 47 G-2 did not specify a torque value for this nut given there were no maintenance procedures requiring the nut to be loosened or removed.

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Accident Rpt# ERA16LA235	06/29/2016 1930 EDT	Regis# N1567Q	Peachtree City, GA	Apt: Atlanta Rgnl Falcon Field FFC
Acft Mk/Mdl CESSNA 150-L		Acft SN 15072867	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR O-200 SERIES		Acft TT 3488	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: JEFFORD JACK D		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

3. Initial climb - Loss of engine power (total)

Narrative

On June 29, 2016, at 1930 eastern daylight time, a Cessna 150L, N1567Q, experienced a total loss of engine power and was substantially damaged during a forced landing after takeoff from Atlanta Regional Airport (FFC), Peachtree City, Georgia. The student pilot was not injured. Visual meteorological conditions prevailed, and a visual flight rules flight plan was filed for the solo instructional flight, which was conducted under the provisions of 14 Code of Federal Regulations Part 91.

In a telephone interview, the pilot stated that she performed the preflight inspection, engine start, run-up, and takeoff from runway 31 with no anomalies noted. At 400 ft above ground level, the engine "sputtered, and then stopped." The pilot selected a golf course for the forced landing, and touched down on a slightly rolling fairway lined with trees. During the rollout, the airplane clipped trees and struck a small berm, which collapsed the nose landing gear.

Examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed substantial damage to the engine firewall. The engine was rotated by hand at the propeller. The magnetos produced spark at all eight spark plugs. A compression check was performed, and thumb compression was confirmed on all but the No. 3 cylinder.

The No. 3 cylinder was removed, and severe impact damage was noted on the dome of the piston and the cylinder head. The exhaust valve was separated at the stem, and the intake valve was fractured, with about 50 percent of the valve head separated. Pieces of the valve were recovered in the exhaust manifold. Both valves and their associated fragments were forwarded to the NTSB Materials Laboratory in Washington, DC for examination.

Fracture analysis of the No. 3 cylinder exhaust valve revealed fatigue failure of the valve stem transition area at the valve head. The remaining fracture surfaces observed on the valves were due to overstress.

The pilot held an FAA student pilot and third-class medical certificate, issued on December 22, 2015. She reported 41 total hours of flight experience, of which 38 were in the accident airplane.

The two-seat, single-engine, high-wing airplane was manufactured in 1971 and was equipped with a Continental O-200 series engine. The airplane had been operated for about 410 hours since its most recent annual inspection was completed on July 5, 2015, at 3,488 total airframe hours.

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Accident Rpt# CEN16LA259	07/07/2016	2030 CDT	Regis# N5331B	Bridgeport, TX	Apt: Bridgeport Muni XBP
Acft Mk/Mdl CESSNA 152-NO SERIES			Acft SN 15283839	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-235-L2C				Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: PRIVITE INDIVIDUAL			Opr dba:		Aircraft Fire: NONE

Events

2. Landing-landing roll - Loss of control on ground

Narrative

On July 7, 2016, about 2030 central daylight time, Cessna 152 airplane, N5331B, was damaged during a landing at the Bridgeport Municipal Airport (KXBP), Bridgeport, Texas. The private rated pilot and pilot rated passenger were not injured and the airplane was substantially damaged. The airplane was registered to US Aviation Group LLC and was operated by a private individual under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, which operated without a flight plan. The flight originated from Denton Enterprise Airport (KDTO), Denton, Texas, about 1945.

According to the pilot, on the third touch-and-go to runway 18 at KXBP, the ground run was longer and the airplane had difficulty climbing away from the runway. He saw that the flaps were still at 30° despite the flap handle being in the up position. The pilot then maneuvered to land to runway 36 at KXBP, but was higher than normal while approaching the runway. He slipped the airplane down and the airplane floated down the runway. The airplane touched down near the end of the runway and when the brakes were applied, the pilot lost control of the airplane. Swerving left and right, the airplane exited the side of the runway. The nose wheel got stuck in the soil and the airplane nosed over coming to rest inverted.

The flap actuator motor, jackscrew, and flap tube assembly were sent to Textron Aviation for an examination. Under the auspices of inspectors from the Federal Aviation Administration, the jackscrew was unboxed and examined. The flap tube assembly on the flap actuator motor was found fully extended and bound. The tube assembly was freed mechanically, and the flap actuator motor was able to move the tube assembly normally. Further examination did not find a reason for why the tube assembly had become bound. No anomalies were detected with the jackscrew or the flap actuator

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Accident Rpt# ANC18CA014	11/30/2017 2250 EST	Regis# N537HF	Miami, FL	Apt: Miami Executive TMB
Acft Mk/Mdl CESSNA 172		Acft SN 17280891	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: PABLO GOMEZSOLIS		Opr dba:		Aircraft Fire: NONE

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Accident Rpt# ERA18LA054	12/19/2017 1658 EST	Regis# N3179T	Ridgeland, SC	Apt: Ridgeland 3J1
Acft Mk/Mdl CESSNA 177-UNDESIGNAT		Acft SN 17700479	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320 SERIES			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: WARNER LAWSON LOWRY		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Takeoff - Loss of control on ground
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Narrative

On December 19, 2017, about 1658 eastern standard time, a Cessna 177, N3179T, was substantially damaged when it collided with a hangar during takeoff from the Ridgeland-Claude Dean Airport (3J1), Ridgeland, South Carolina. The flight instructor and the student pilot sustained minor injuries. The airplane was registered to and operated by the student pilot under the provisions of 14 Code of Federal Regulations Part 91 as an instructional flight. Visual meteorological conditions prevailed, and no flight plan was filed for the flight that was destined for the Statesboro - Bulloch County Airport (TBR), Statesboro, Georgia.

The flight instructor, who was seated in the front right seat, stated that the student pilot performed the takeoff on runway 21 while he gently held the control wheel with both hands. The student pilot, who was seated in the front left seat, had his left hand on the control wheel and his right hand on the throttle as the airplane accelerated on the runway. When the airspeed reached 65 knots, the student pilot initiated a climb, but the airplane began to "pull to the left." The flight instructor took control of the airplane, but the student pilot continued to hold the control wheel and throttle. The flight instructor said he had good aileron and elevator control as he tried to maneuver away from the approaching hangars and maintain airspeed; however, he could not recall if the rudder pedals were moving when he pushed on them. The airplane continued left, touched down momentarily, then bounced back in the air. The flight instructor realized the airplane was not going to clear the hangars, so he shut off the engine with the mixture control. The airplane struck a hangar with the left wing, pivoted, and struck another hangar with its right wing, before coming to a stop. There was no postimpact fire. The airplane sustained substantial damage to both wings, the fuselage, and empennage. The propeller blades were also damaged.

The flight instructor received his flight instructor certificate, with an airplane single engine land rating on November 11, 2017. He also had a commercial pilot certificate with ratings for airplane single and multiengine land. His last Federal Aviation Administration (FAA) second class medical was issued on February 17, 2017. The flight instructor reported a total of 525 total flight hours, of which, about 12 hours were in the accident airplane.

The student pilot had not applied for an FAA student-pilot certificate at the time of the accident.

At 1656, weather reported at the Beaufort Marine Air Corps Station (NBC), Beaufort, South Carolina, about 14 miles east of the accident site, included, wind 240ø at 4 knots, visibility 10 miles, and clear skies.

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Accident Rpt# GAA17CA361	06/22/2017	2005 CDT	Regis# N1800M	Doniphan, MO	Apt: N/a
Acft Mk/Mdl CESSNA 182-P			Acft SN 18264452	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL O-470-U13B			Acft TT 5555	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: CAPE FLYERS LLC.			Opr dba:		Aircraft Fire: NONE
					AW Cert: STN

Events

1. Enroute - Fuel exhaustion

Narrative

The private pilot reported that near the conclusion of a long cross-country flight, the engine suddenly lost partial power. He declared an emergency with air traffic control, and was advised that the nearest airport was about 5 miles behind him. He reversed course and began heading towards the airport. Unable to reach the airport, the pilot initiated a landing to an open field. During the landing roll, the airplane collided with a fence and a detached garage. The airplane sustained substantial damage to the fuselage, empennage, and both wings.

Postaccident examination of the airplane revealed blue colored fuel streaking from the right wing fuel cap to the trailing edge of the flap. Both fuel tanks were empty.

The pilot reported that he was aware of the right wing fuel cap leak prior to the accident flight. The fuel cap had been leaking since he purchased the airplane about six months prior to the accident.

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Accident Rpt# GAA17CA442	07/26/2017 1042	Regis# N208SS	Nampa, ID	Apt: Nampa Muni MAN
Acft Mk/Mdl CESSNA A185-F		Acft SN 18502452	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL IO-520D		Acft TT 1510	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: BRUCE MINTER		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing - Loss of control on ground
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Narrative

The pilot of the tailwheel-equipped airplane reported that during the landing roll, the left wing started to lift, followed by the tail. He added that he applied full left aileron and full back pressure on the control yoke. Then the airplane nosed over to the right and stopped.

The airplane sustained substantial damage to the fuselage.

The pilot reported no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

An automated weather observation station at the airport reported, about the time of the accident, wind from 100ø at 7 knots. The airplane landed on runway 11.

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Accident Rpt# WPR16LA163	08/08/2016 1508 PDT	Regis# N756FZ	Torrance, CA	Apt: Zamperini Field TOA
Acft Mk/Mdl CESSNA TR182-NO SERIES		Acft SN R18201069	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-540-L3C5D		Acft TT 3731	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: PACIFIC SKIES AVIATION LLC.		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing-flare/touchdown - Landing gear collapse

Narrative

On August 8, 2016, at 1508 Pacific daylight time, a Cessna TR182, N756FZ, experienced a right main landing gear collapse after landing at Zamperini Field Airport (TOA), Torrance, California. The airplane was registered to M and S 182 LLC and operated by Pacific Skies Aviation under the provisions of 14 Code of Federal Regulations Part 91. The certified flight instructor and the commercial pilot undergoing instruction (PUI), were not injured. The airplane sustained substantial damage to the right horizontal stabilizer. The local instructional flight departed TOA about 1338. Visual meteorological conditions prevailed, and no flight plan had been filed.

The flight instructor reported that he was demonstrating a normal landing to the PUI. As the flight approached the runway, he extended the landing gear and configured the airplane for a normal landing. The landing checks were called out and a green light was verified indicating that the landing gear was extended. The flare and initial touchdown were normal. Shortly after the airplane touched down, the airplane listed to the right. The airplane entered into a 180o skidding turn before coming to a stop.

Two witnesses located at the airport reported seeing the airplane on final approach with its right main landing gear not fully extended.

A Federal Aviation Administration inspector from the Long Beach Flight Standards District Office reported that when he arrived on site, he observed the airplane on the runway with the nose and left main landing gear down and locked. The right main landing gear was fully retracted. During the recovery process, the airplane was lifted and the right main landing gear freely fell into trail. A mechanic then manually placed the right side gear in the down and locked position. The airplane was lowered onto the landing gear and subsequently towed from the runway to a secured location.

During a postaccident examination, the airplane was placed on jacks to facilitate a gear swing test. The landing gear was cycled multiple times with no anomalies noted. The landing gear indicator lights inside the cockpit illuminated during the landing gear extension.

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Accident Rpt# ERA18LA040	12/01/2017 1615 EST	Regis# N7586E	Ravenswood, WV	Apt: Jackson County I18
Acft Mk/Mdl CHAMPION 7EC-NO SERIES		Acft SN 7EC-680	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: SMITH LARRY D		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing-landing roll - Loss of control on ground

Narrative

On December 1, 2017, about 1615 eastern standard time, a Champion 7EC, N7586E, was substantially damaged while landing at Jackson County Airport (I18), Ravenswood, West Virginia. The commercial pilot was not injured. The airplane was registered to and operated by an individual as a Title 14 Code of Federal Regulations Part 91 personal flight. Visual meteorological conditions prevailed at the time of the accident and no flight plan was filed for the local flight.

According to the pilot, he performed a circuit in the traffic pattern that was uneventful. The airplane was on final approach, at 50 mph and aligned with the runway centerline. The pilot then performed a three-point landing, and as the airplane's speed decreased, it began to veer to the right side of the runway. The pilot applied left aileron and full left rudder; however, the airplane continued off the right side of the runway. He applied full power to attempt to abort the landing, but after about 60 ft of ground roll, the airplane went down an embankment and came to rest. The pilot then egressed without injury and noted tire marks approximately 200 ft long on the runway and an additional 100 ft in the grass prior to going off the embankment.

Initial examination of the airplane revealed that the right wing, right horizontal stabilizer, right elevator, and fuselage were substantially damaged. In addition, the right main landing gear separated from the airplane. The airplane was retained for further examination.

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Accident Rpt# GAA18CA086 12/17/2017 1545 PST Regis# N15LU North Las Vegas, NV Apt: North Las Vegas VGT
Acft Mk/Mdl HALLEY KFT APOLLO AG-1-NO SERIE Acft SN 010416 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: FARKAS IMRE Opr dba: Aircraft Fire: NONE

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Accident Rpt# GAA18CA061	11/23/2017 1650 CST	Regis# N1780K	Caldwell, TX	Apt: Private PVT
Acft Mk/Mdl LUSCOMBE 8-F		Acft SN 4507	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL C90-12F			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: KIM, JONATHAN S.		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Approach-VFR pattern base - Aerodynamic stall/spin
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Narrative

The pilot reported that, during the right downwind in the traffic pattern, he was about one quarter mile from the runway, which was "too close". He added that, "during a poorly planned and executed base to final approach", he performed an "uncoordinated" right bank at about 45ø, and the right wing dropped, which resulted in a descending roll to the right. He attempted to recover, but the airplane impacted terrain.

The airplane sustained substantial damage to the fuselage and the right wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

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Accident Rpt# WPR16LA074	02/22/2016 1334 PST	Regis# N201KY	Pacoima, CA	Apt: Whiteman WHP
Acft Mk/Mdl MOONEY M20J-NO SERIES		Acft SN 24-0462	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-360 1A		Acft TT 2052	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: HENRY E CORBETT		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Initial climb - Loss of engine power (total)
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Narrative

On February 22, 2016, at 1334 Pacific standard time, a Mooney M20J, N201KY, experienced a loss of engine power after takeoff and the pilot made a forced landing onto a city street near Whiteman Airport (WHP), Pacoima, California. The airplane was operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91. The private pilot was not injured. The airplane sustained substantial damage during the accident sequence. The local personal flight departed Pacoima about 1330. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot reported that about three minutes after takeoff the engine started to run rough. He contacted the tower controller and advised that he was turning back. While on short final, he pulled back on the power and the engine lost power. The pilot was able to re-start the engine but it again lost power. The pilot was unable to make it to the runway and subsequently initiated a forced landing to a city street. During the landing, the airplane struck a moving car and numerous parked vehicles; substantially damaging both wings and the fuselage.

The airplane was recovered to a secured facility for a postaccident engine examination. The engine was visually examined and determined that an engine run was possible. The engine was subsequently mounted onto an engine test stand. No modifications were accomplished except to add oil which had leaked out during storage. The engine started and was run at 2,700 rpm and 28 inches of manifold pressure. A magneto check was accomplished which recorded a 50 rpm drop. When the rpm was reduced to 1,200 rpm, it was noted that the engine ran lean.

A review of the maintenance logbooks revealed a discrepancy as to when the last annual/100 hour inspection was accomplished. An entry dated 6/15/15 identified a recoding tach time and total time in service of 2,052 hours. A sticker had been applied to the page indicating "Remove plugs check compression. Removed injectors and cleaned and inspected IAW 100 hr and was determined to be in an airworthy condition." There was no mechanics signature, certificate number and Inspection Authorization identified for return to service.

A previous hand written entry dated 2/1/13, indicated that the engine had been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. This entry revealed the appropriate mechanic signature and certificate number. The mechanic reported that he did not inspect the engine on 6/15/15.

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Accident Rpt# WPR18LA051 12/14/2017 854 EST Regis# N4326X Hinesville, GA Apt: Wright Aaf (fort Stewart)/midc LHW
Acft Mk/Mdl PIPER PA 32-300-301 Acft SN 32-7640010 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: AIR JONES LLC Opr dba: Aircraft Fire: NONE

Events

1. Approach-VFR pattern final - Loss of engine power (total)
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Narrative

On December 14, 2017 about 0854 eastern standard time, a Piper PA32-300, N4326X, was substantially damaged during an emergency landing at Wright Army Airfield (Fort Stewart)/Midcoast Regional Airport (LHW), Fort Stewart (Hinesville), Georgia. The airplane was registered to Air Jones LLC and operated by the private pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. The pilot received minor injuries. Visual meteorological conditions prevailed and no flight plan was filed. The flight originated from Metter Municipal Airport, Metter, Georgia at 0830.

In a statement provided to the Federal Aviation Administration Inspector, the pilot said he was on final approach to LHW when he felt a shutter, followed by a loud bang. Immediately after, the windshield was covered in oil and the engine experienced a complete loss of power. The pilot reported to the air traffic controller that he was unable to land on the runway, and that he is "going down". About 2 miles short of the runway, the airplane impacted a tree line.

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Accident Rpt# GAA18CA088	12/14/2017	1323 AKS	Regis# N8209C	Kwigillingok, AK	Apt: Kwigillingok GGV
Acft Mk/Mdl PIPER PA 32R-300			Acft SN 32R-7680082	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
				Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 135
Opr Name: RENFRO MICHAEL W			Opr dba:		Aircraft Fire: NONE

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Accident Rpt# GAA18CA092 12/20/2017 1050 CST Regis# N284MK Mankato, MN Apt: Mankato Rgnl MKT
Acft Mk/Mdl PIPER PA28-161 Acft SN 2842135 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: NORTH STAR AVIATION INC Opr dba: Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA17LA301	08/25/2017 1000 EDT	Regis# N3805T	Monroe, NC	Apt: Charlotte-monroe Executive EQY
Acft Mk/Mdl PIPER PA28R-180		Acft SN 28R-30119	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-360-B1E		Acft TT 5500	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: PRESSLEY AVIATION LLC		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing-flare/touchdown - Hard landing
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Narrative

On August 25, 2017, about 1000 eastern daylight time, a Piper PA28R-180, N3805T, exhibited substantial damage during a preflight inspection at the Charlotte-Monroe Executive Airport (EQY), Monroe, North Carolina. A flight instructor and student pilot were preparing for an instructional flight operated by Pressley Aviation LLC. The time and date of the accident are unknown.

During a preflight inspection of the airplane, a flight instructor and student pilot observed a small hole in the upper surface of the left wing, and skin wrinkling on the upper and lower surfaces of the left wing. According to operator records, the airplane, which was based at EQY, had flown twice on the previous day. The first flight was in the morning, and was conducted by the same flight instructor and student pilot who noticed the damage. They reported that no damage was present when they performed a post-flight inspection of the airplane. The airplane was then flown in the afternoon by another pilot, as a personal flight. That pilot did not notice the damage during his preflight inspection. However, the damage was visible in photographs taken by a passenger on that flight, both on the ground prior to departure and during the takeoff.

Examination of the airplane by a Federal Aviation Administration inspector revealed substantial damage to the left wing spar.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR17LA093	04/27/2017 945 MST	Regis# N521AR	Coolidge, AZ	Apt: N/a
Acft Mk/Mdl SCHWEIZER 269C-UNDESIGNAT		Acft SN S1785	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING HIO360-D1A		Acft TT 4148	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: CANYON STATE AERO LLC		Opr dba:		Aircraft Fire: NONE

Events

1. Enroute-cruise - Loss of engine power (partial)

Narrative

On April 27, 2017, about 0945 mountain standard time, a Schweizer 269C, N521AR, was substantially damaged subsequent to a hard landing near Coolidge, Arizona. The helicopter was operated by Canyon State Aero, LLC under the provisions of 14 Code of Federal Regulations Part 91. The private pilot, the sole occupant, sustained minor injuries. The cross-country instructional flight departed Falcon Field Airport (FFZ), Mesa, Arizona, about 0915 with a planned destination of Coolidge, Arizona. Visual meteorological conditions prevailed and no flight plan had been filed.

The pilot reported that the purpose of the flight was training in preparation towards a commercial certificate. While traveling south about 2,000 to 2,100 ft mean sea level, and 65 to 70 knots airspeed, he scanned manifold pressure, altitude, airspeed and engine/rotor rpm. Everything appeared normal. Shortly thereafter, he noticed a change in the sound of the engine, and that the rpm gauge indicated a drop. The pilot checked the throttle to make sure it had not rolled back out of the friction. He then rolled the throttle further, however there was no response. He rolled it slightly off and again there was no response. The helicopter was close to the ground at this time, so he chose a spot to land on the open desert floor. Just before touchdown, he flared and the helicopter impacted the ground hard and rolled over onto its right side.

During the postaccident engine examination, the bottom spark plugs were removed. According to the Champion Spark Plugs Check-A-Plug Chart AV-27, the spark plug electrodes displayed coloration consistent with normal wear. The crankshaft was rotated by hand with no binding noted. Thumb compression was observed in each cylinder. Mechanical continuity was established to the accessory section. During the engine control continuity check, the throttle arm at the fuel injector servo would not move when a corresponding input was applied at the collective throttle grip. Further examination revealed that the throttle cable was found to have separated within the cable housing, and in an area where the cable housing was slightly bent. The cable housing was securely mounted at each end and exhibited no visual evidence that it had been damaged during the accident sequence. The cable was removed from the housing. There was no kinking or evidence of binding observed. The cable was found worn and had separated near the servo end about 1 inch from where it swaged to the rigid portion.

The engine was then prepared for an engine run. The engine was started with the starter using standard procedures. Once the engine was at operating temperature, the throttle was advanced to an rpm to facilitate a magneto check utilizing the cockpit mounted ignition switch. Both magnetos operated at each of their respective switch detents and within manufacturers specifications. The engine ran smoothly throughout the operational check.

The engine manufacturer participant reported that the subject cable is not controlled by any hourly or calendar life limits, and there was no way to disassemble the cable from the housing to facilitate an internal examination. Further examination of the helicopter maintenance logbooks did not provide a history for the subject cable.