39. June 24, 2005 in Abilene, TX: ***T-28B (T-6 ZERO)***
PILOT IN COMMAND - failure to clear during taxi and maintain aircraft separation

NTSB Identification: DFW05LA175A
14 CFR Part 91: General Aviation
Accident occurred Friday, June 24, 2005 in Abilene, TX
Probable Cause Approval Date: 10/27/2005
Aircraft: North American T-28B, registration: N9060F
Injuries: 2 Uninjured.

The 25,500-hour pilot was holding short of taxiway Alpha on taxiway Delta awaiting further taxi instructions when another airplane collided into the rear of his airplane. The 27,996-hour pilot of the other airplane stated that after exiting the active runway onto taxiway Delta, he switched to 119.35 megahertz (MHz), the ground control frequency depicted on his Jeppesen IFR Flight Star printout and Global Positioning System (GPS). After calling on this frequency, the pilot was notified that the correct ground control frequency was 118.35 MHz. After switching frequencies, the pilot heard an Emergency Locator Transmitter (ELT) beacon, and thinking that the signal was emitting from his airplane, the pilot attempted to reset the ELT while he continued to taxi straight ahead. Subsequently, his airplane struck the other airplane that was holding short on taxiway Delta.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The other pilot's failure to maintain clearance while taxiing. Contributing factors were the other pilot's diverted attention and the inaccurate frequency listing for ground control.

CAF Pilot Information: 27,996 hours and 52 years of flying without an incident.

38. June 16, 2005 in Williamson, GA: ***M-62A-3***
PILOT IN COMMAND - failure to follow the before takeoff checklist and attempted a takeoff with flaps extended, which resulted in an in-flight collision with trees.

NTSB Identification: ATL05FA098.
The docket is stored in the Docket Management System (DMS).
14 CFR Part 91: General Aviation
Accident occurred Thursday, June 16, 2005 in Williamson, GA
Probable Cause Approval Date: 1/31/2006
Aircraft: Fairchild M-62A-3, registration: N26GA
Injuries: 2 Fatal.

The pilot elected to takeoff up slope from the 2800 foot long runway with a 7 knot tailwind. After the airplane cleared a stand of trees on the departure end of the runway, it descended below the tree tops and collided with trees and the ground. Examination of the airplane at the accident site found the wing flaps in the full down position. According to the before takeoff checklist, wing flaps are retracted for takeoff. There were no mechanical problems discovered during the post accident examination.
The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The pilot's failure to follow the before takeoff checklist and attempted a takeoff with flaps extended, which resulted in an in-flight collision with trees.

37. April 18, 2005 in Fredericksburg, TX: ***P39***
PILOT IN COMMAND - failure to maintain directional control during the landing roll.
A contributing factor was the reported partial failure of the left wheel brake.

NTSB Identification: DFW05CA107.
The docket is stored in the Docket Management System (DMS). Please contact Public Inquiries
14 CFR Part 91: General Aviation
Accident occurred Monday, April 18, 2005 in Fredericksburg, TX
Aircraft: Bell P39, registration: N6968
Injuries: 1 Uninjured.
The 5,753-hour commercial pilot lost directional control during the landing roll, and the vintage airplane drifted off of the runway and struck a fence 200-feet beyond the departure end of the runway. During the straight-in approach to the 5,002-feet long by 75- feet wide runway, the pilot noticed that the airplane's airspeed was above the flap extension speed of 140 mph, and "elected to continue with a no-flap landing." A witness at the airport ramp reported that the airplane "appeared to be at an excessive rate of speed" on final approach. He further reported that the observed the nose wheel touched the runway prior to the main wheels. The pilot added that as he applied brakes after landing, the left brake "was not responding normally." Examination of the airplane brake system by the operator did not reveal any anomalies.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The pilot's failure to maintain directional control during the landing roll. A contributing factor was the reported partial failure of the left wheel brake.

36. October 03, 2004 in Midland, TX: ***Lockheed 18-56***
PILOT IN COMMAND - failure to maintain directional control during takeoff
Contributing factors were the choice of runway used and the prevailing tailwind.

NTSB Identification: FTW05LA003.
The docket is stored in the Docket Management System (DMS). Please contact Public Inquiries
14 CFR Part 91: General Aviation
Accident occurred Sunday, October 03, 2004 in Midland, TX
Probable Cause Approval Date: 7/7/2005
Aircraft: Lockheed 18-56, registration: N6371C
Injuries: 5 Minor.
The 18,000- hour pilot was cleared for takeoff in the vintage twin-engine tail wheel equipped airplane on a 9,501- foot by 50- foot runway. The pilot was aware that there was a tailwind from approximately 160 degrees at 10 knots. Shortly after starting the takeoff roll, the airplane swerved to the right. The pilot was able to correct back to the centerline utilizing rudder control. The airplane then swerved to the left, and full right rudder was applied but the swerve could not be corrected. By the time the airplane reached the left edge of the runway, the airplane had not reached its calculated V2 speed of 110 knots. The airplane departed the left side of the runway, went airborne and shortly thereafter, the right wing dropped and contacted the ground. The airplane then spun 180 degrees, impacted the ground, slid backward, and came to rest upright. A post-crash fire consumed the aft fuselage and left wing.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The pilot's failure to maintain directional control during takeoff. Contributing factors were the choice of runway used and the prevailing tailwind.

35. May 29, 2004 in Hager City, WI: ***P-51C***
The improper installation of the camshaft drive gear assembly which resulted in the retaining nut backing off allowing the drive gear to move up the shaft.

NTSB Identification: CHI04LA128.
The docket is stored in the Docket Management System (DMS). Please contact Public Inquiries
14 CFR Part 91: General Aviation
Accident occurred Saturday, May 29, 2004 in Hager City, WI
Probable Cause Approval Date: 3/30/2005
Aircraft: North American P-51C, registration: N61429
Injuries: 1 Fatal.
The airplane collided with trees and terrain following a loss of engine power while maneuvering during an airshow. Witnesses reported hearing the pilot state that he had an engine malfunction as he was lining up for a low pass over the airport. They stated the propeller was turning, but the airplane was descending. The airplane passed under high tension power lines and collided with trees prior to coming to rest in the back yard of a residence. Examination of the engine revealed the upper vertical camshaft drive gear had backed off of the drive shaft. The camshaft gear fits on splines on the upper vertical drive shaft followed by a tab washer, a retainer washer, and a retaining nut. The retainer washer has two interior tabs that insert into smaller splines at the top of the shaft, which keep it from rotating. On the outer diameter surface, the retainer washer contains slots where tabs from the tab washer can be bent into place. A metallurgical examination of the gearbox cover, retaining nut, retaining washer, tab washer, and the camshaft drive gear revealed the components were installed in the correct order. The damage on the components indicates that the tabs on the tab washer were most likely not bent into place around the retaining washer and nut, allowing the nut to back off the shaft. It could not be determined if the nut had been properly torqued during its installation. The engine had been overhauled approximately 424 hours prior to the accident.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The improper installation of the camshaft drive gear assembly which resulted in the retaining nut backing off allowing the drive gear to move up the shaft. A factor associated with the accident was the low altitude at which the power loss occurred and the trees which the airplane contacted during the forced landing.

34. October 18, 2003 in Houston, TX: ***FM-2***
PILOT IN COMMAND - failure to maintain airspeed resulting in an inadvertent stall/spin while maneuvering to land.

NTSB Identification: FTW04LA010.
The docket is stored in the Docket Management System (DMS). Please contact Public Inquiries
14 CFR Part 91: General Aviation
Accident occurred Saturday, October 18, 2003 in Houston, TX
Probable Cause Approval Date: 6/2/2004
Aircraft: General Motors FM-2, registration: N681S
Injuries: 1 Fatal.
While maneuvering to land, the pilot inadvertently stalled and impacted the terrain. The pilot had been instructed by air traffic control to increase the separation between it and the airplane it was following. Several witnesses stated the airplane did a series of 360-degree steep turns. During a right turn, the airplane pitched nose up, the wings "wobbled", the airplane descend and entered a partial spin. One witness stated it appeared the airplane, approximately 50 feet agl, attempted to level off; however, then it impacted the terrain in a nose down attitude. Another witness stated the propeller was turning and did not notice any problems with the airplane or engine. The witnesses did not observe any smoke or fire from the airplane prior to the impact.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The pilot's failure to maintain airspeed resulting in an inadvertent stall/spin while maneuvering to land.

33. July 10, 2003 in Cheyenne, WY: ***CASA 2.111***
Loss of engine power for reasons undetermined
PILOT IN COMMAND - failure to maintain aircraft control.

NTSB Identification: DEN03FA125.
The docket is stored in the Docket Management System (DMS). Please contact Public Inquiries
14 CFR Part 91: General Aviation
Accident occurred Thursday, July 10, 2003 in Cheyenne, WY
Probable Cause Approval Date: 3/30/2004
Aircraft: CASA 2.111, registration: N72615
Injuries: 2 Fatal.
The airplane was en route to an air show and was making a refueling stop. The tower controller cleared the pilot to land. The airplane was observed on a 3-mile straight-in final approach when it began a left turn. The controller asked the pilot what his intentions were. The pilot replied, "We just lost our left engine." The pilot then reported that he wasn't going to make it to the airport. Witnesses observed the airplane flying "low to the ground and under-speed for [a] good 4 minutes." The right propeller was turning, but the left propeller was not turning. There was no fire or smoke coming from the left engine. The pilot was "obviously trying to pull up." The airplane "dipped hard left," then struck the ground left wing first. It slid through a chain link fence, struck a parked automobile, and collided with a school bus wash barn. The ensuing fire destroyed the airplane, parked car, and wash barn. Disassembly and examination of both engines disclosed no anomalies that would have been causal or contributory to the accident. According to the Airplane Flight Manual, "Maximum power will probably be required to maintain flight with one engine inoperative. Maximum power at slow air speed may cause loss of directional control."

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

A loss of engine power for reasons undetermined, and the pilot's failure to maintain aircraft control. Contributing factors were the unsuitable terrain on which to make a forced landing, low airspeed, the fence, automobile, and the school bus wash barn.

32. March 21, 2002 in Albuquerque, NM: ***P-47N-20-RE***
Pilot/mechanic's failure to properly re-install the engine's #10 cylinder exhaust interconnect tube, which resulted in an in-flight fire and forced landing

NTSB Identification: FTW02LA098.
The docket is stored in the Docket Management System (DMS). Please contact Public Inquiries
14 CFR Part 91: General Aviation
Accident occurred Thursday, March 21, 2002 in Albuquerque, NM
Probable Cause Approval Date: 12/6/2002
Aircraft: Republic P-47N-20-RE, registration: N47TB
Injuries: 1 Serious.
According to the pilot, who was an FAA certified airframe and power plant mechanic, on the morning the accident, he completed re-installing the engine following its overhaul by another company. He made several engine run and leak checks, and all parameters were within limits and no leaks were noted. He then boarded the airplane for a 15 minute maintenance test flight. The flight taxied to the runway, and the pilot performed a pre-takeoff engine run-up, noted no anomalies and departed. During the initial takeoff climb, just as the pilot reached for the landing gear lever, the cockpit filled with black smoke, and the engine began to lose power. The tower controller then reported to the pilot that the airplane was on fire. The pilot executed a forced landing back to the runway, which had some length remaining. The airplane impacted the ground, and an intense fire erupted (the pilot observed a flash fire through the cockpit). The airplane slid 1,000 feet and came to rest upright. Examination of the airplane revealed that the exhaust interconnect tube to the exhaust collector for the #10 cylinder was protruding through the inlet duct of the lower cheek cowl, and was disconnected from the cylinder. The area around the opening exhibited severe heat distress, consistent with a fire. Oil supply lines and the main fuel supply line were melted through and compromised. The oil and fuel line hoses were made of rubber and were not outfitted with fire shields. No other pertinent anomalies were discovered with the #10 cylinder or the remainder of the engine.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

the pilot/mechanic's failure to properly re-install the engine’s #10 cylinder exhaust interconnects tube, which resulted in an in-flight fire and forced landing. Contributing factors were the burned fuel and oil supply lines, which were not fire shielded.

31. December 08, 2001 in New Orleans, LA: ***SB2C- 5***

PILOT IN COMMAND - failure to maintain visual separation with the Cessna while taxiing.

Contributing factors were the Cessna pilot's failure to comply with the local controller's instructions to continue taxiing and the failure of the local ground controllers

NTSB Identification: FTW02LA047A
14 CFR Part 91: General Aviation
Accident occurred Saturday, December 08, 2001 in New Orleans, LA
Probable Cause Approval Date: 4/18/2003
Aircraft: Curtiss-Wright SB2C-5, registration: N92879
Injuries: 2 Uninjured.
The student pilot landed the Cessna (N48727) on runway 36R. She was advised by the local controller to exit the runway with a right turn at the next taxiway, which was taxiway Juliet, and to "keep taxiing, come up on ground." However, she stopped the airplane just past the hold short line on taxiway Juliet to perform her after landing checklist. After completing the checklist, she switched frequencies to ground control, but had not yet called the ground controller when her airplane's tail section was struck by the Helldiver's (N92879) propeller. The Helldiver was the first of three vintage aircraft to land on runway 36L and was held short of runway 36R on taxiway Juliet, due to the Cessna landing on 36R. According to the Helldiver pilot, "several minutes" after the Cessna had cleared runway 36R, he was cleared by ground control to taxi, via taxiway Juliet and Charlie, to parking. The Helldiver crossed runway 36R, and the Helldiver's propeller impacted the right elevator, right horizontal stabilizer, vertical stabilizer, and the rudder of the stopped Cessna. The pilot of the Helldiver reported that he did not perform S-turns during the taxi, since the "taxiways are too narrow." Review of audio tapes revealed that there was a duty transfer between two ground controllers after the Cessna and Helldiver landed, but prior to the Helldiver receiving taxi instructions. The review also indicated that neither the local controller, nor either ground controller, attempted to contact the Cessna after the local controller issued the initial taxi instruction.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

the Helldiver pilot's failure to maintain visual separation with the Cessna while taxiing. Contributing factors were the Cessna pilot's failure to comply with the local controller's instructions to continue taxiing and the failure of the local and ground controllers to monitor the position of the Cessna.

30. May 14, 2001 in Odessa, TX: ***BT-13A***

PILOT IN COMMAND - failure to maintain the minimum required airspeed for flight, which resulted in a loss of control while performing a go-around

A contributing factor to the accident was the gusty tailwind condition.

NTSB Identification: FTW01FA117.
The docket is stored in the Docket Management System (DMS). Please contact Public Inquiries
14 CFR Part 91: General Aviation
Accident occurred Monday, May 14, 2001 in Odessa, TX
Probable Cause Approval Date: 8/26/2002
Aircraft: Convair BT-13A, registration: N66791
Injuries: 2 Fatal.
The commercial pilot was undergoing his 7th hour of dual familiarization training in the airplane. The airplane approached the airport from the east, over flew the south end of the airport, and then executed a left teardrop turn to runway 34. According to witnesses at the airport, the airplane was on final approach to runway 34, approximately 150 feet agl, when they heard power applied to the engine. Subsequently, the right wing dropped, the airplane impacted the ground, contacted a steel pole, and came to a stop upright. The witness accounts and ground scars are consistent with the airplane encountering a stall. One witness, who was located on the airport, reported that at the time of the accident the wind was from the south at 10 mph. Two minutes prior to the accident, two weather observation facilities that are located 7 miles northeast and 9 miles northwest of the accident site, reported wind from 200 degrees at 13 knots and gusting to 20 knots and wind from 210 degrees at 11 knots and gusting to 19 knots, respectively. The airframe and engine were examined and no pre-impact anomalies were noted that would have precluded their operation.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

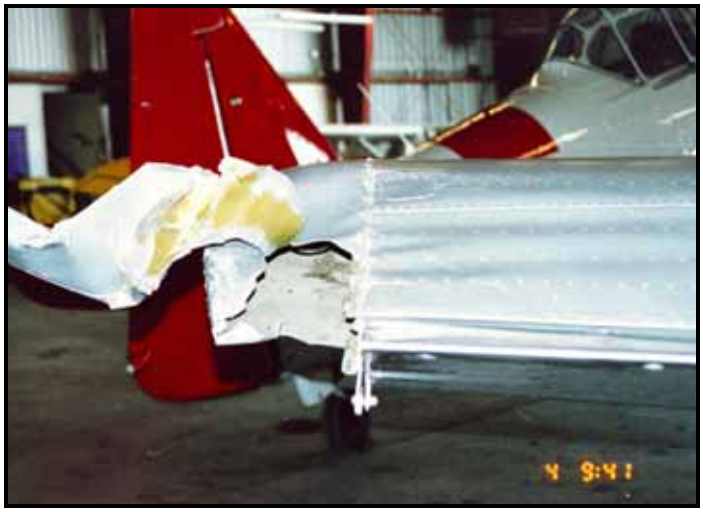
the pilot's failure to maintain the minimum required airspeed for flight, which resulted in a loss of control while performing a go-around. A contributing factor to the accident was the gusty tailwind condition.

29. April 14, 2001 in Midland, TX: ***PT-19A***
PILOT IN COMMAND - failure to maintain airspeed which resulted in an inadvertent stall during initial takeoff climb.
A contributing factor was wind gusts

NTSB Identification: FTW01FA100.
The docket is stored in the Docket Management System (DMS). Please contact Public Inquiries
14 CFR Part 91: General Aviation
Accident occurred Saturday, April 14, 2001 in Midland, TX
Probable Cause Approval Date: 4/18/2003
Aircraft: Fairchild PT-19A, registration: N58123
Injuries: 1 Fatal, 1 Minor.
While climbing out after takeoff, the vintage airplane was observed by several witnesses to execute a climbing right turn, roll left, and then abruptly nose down to impact. The passenger stated that a "downdraft hit" the airplane, and it "nosed" into the ground at a "ninety degree" angle. He heard the engine running throughout the flight. Post-accident examination of the wreckage did not reveal any pre-impact anomalies with the airframe, flight controls, and engine. The wind at the time of the accident was from 250 degrees at 9 knots gusting to 18 knots.
The National Transportation Safety Board determines the probable cause(s) of this accident as follows:
the pilot's failure to maintain airspeed which resulted in an inadvertant stall during initial takeoff climb. A contributing factor was wind gusts.

28. October 03, 1997 in MIDLAND, TX: ***HARVARD MK IV***
PILOT IN COMMAND - failure of the pilots of both airplanes to maintain clearance from each other
- Failure to follow procedures/directives.

NTSB Identification: FTW98LA004A
14 CFR Part 91: General Aviation
Accident occurred Friday, October 03, 1997 in MIDLAND, TX
Probable Cause Approval Date: 11/10/1998
Aircraft: North American HARVARD MK IV, registration: N13595
Injuries: 4 Uninjured.
During the landing roll of a formation flight of four North American T-6 airplanes, the lead aircraft, N13595, intended to clear the runway to the left at taxiway Mike instead of at the end of the runway. The pilot of the lead aircraft reported that he looked back to the left to check for the location of the #2 aircraft, N3195G. 'Number-two appeared to be one hundred and fifty yards back and slowing (it appeared number-two's tail was down in three point attitude).' As he proceeded to turn left to exit the runway, he looked back again and 'saw number-two was too close and coming fast.' He applied full power and made a right turn to the right side of the runway. The pilot of the #2 aircraft, reported that when the lead aircraft disappeared from his view, he 'went hard on the brakes' and headed towards the left edge of the runway. The right wing of aircraft #2 struck the vertical stabilizer of the lead aircraft.
According to the Confederate Air Force, they teach in their Formation Flight Safety Seminars that during formation/staggered landings, the formation is to exit at the end of the runway. They also teach that there will be no passing of aircraft during the landing.
The National Transportation Safety Board determines the probable cause(s) of this accident as follows:
the failure of the pilots of both airplanes to maintain clearance from each other. A factor was their failure to follow procedures/directions.



27. September 28, 1995 in ODESSA, TX: ***B-26C***
Loss of power for undetermined reasons
PILOT IN COMMAND - failure of the pilot to maintain minimum airspeed for flight resulting in an inadvertent stall/spin
- Lack of recent flight experience in the aircraft.

NTSB Identification: FTW95FA406 .
The docket is stored in the Docket Management System (DMS). Please contact Public Inquiries
14 CFR Part 91: General Aviation
Accident occurred Thursday, September 28, 1995 in ODESSA, TX
Probable Cause Approval Date: 8/20/1996
Aircraft: Martin Company B-26C, registration: N5546N
Injuries: 5 Fatal.
Witnesses observed the aircraft approximately 250 feet above the ground heading towards the southwest. As the aircraft passed overhead, the 'engines were sputtering.' Approximately 3/4 mile from the witnesses, the aircraft made a 'sharp' right turn, nosed down, and impacted the ground. The engines 'quit' prior to the aircraft turning right. According to the operator, the flight was in preparation for a flight evaluation for the pilot-in-command by an FAA inspector. The pilot reported to Departure Control that he would be 'working on stalls and steep turns,' and the pilot was instructed to 'maintain VFR at or above five thousand five hundred.' The pilot-in-command had accumulated approximately 500 hours in the B-26. Prior to the accident flight, he had flown the B-26 once since October 8, 1993. That flight was on September 26, 1995, for a duration of 30 minutes. Prior to the flight the fuel tanks were 'sticked' and the total fuel was approximately 720 gallons of 100 octane low lead avgas. Examination of the airplane and engines did not disclose any premishap discrepancies. Due to the extent of damage, flight control continuity could not be established.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

the failure of the pilot to maintain minimum airspeed for flight resulting in an inadvertent stall/spin. Factors were the loss of power for undetermined reasons, and the pilot's lack of recent flight experience in the aircraft.

26. September 23, 1993 in SAN ANTONIO, TX: ***FAIRCHILD M-62A***
PILOT IN COMMAND - FUEL STARVATION INDUCED POWER LOSS DUE TO THE PILOT'S IMPROPER FUEL TANK SELECTION AND HIS FAILURE TO SWITCH TANKS AFTER THE POWER LOSS

NTSB Identification: FTW93LA264 .
The docket is stored in the Docket Management System (DMS). Please contact Public Inquiries
14 CFR Part 91: General Aviation
Accident occurred Thursday, September 23, 1993 in SAN ANTONIO, TX
Probable Cause Approval Date: 8/1/1994
Aircraft: FAIRCHILD M-62A, registration: N261A
Injuries: 1 Minor.
ACCORDING TO THE PILOT, HE WAS DESCENDING TO TRAFFIC PATTERN ALTITUDE WHEN, AS HE WAS PASSING THROUGH ABOUT 650 FEET AGL, THE ENGINE SUSTAINED A FUEL STARVATION POWER LOSS. HE NOTED THAT THE LEFT TANK WAS SELECTED AND THAT THE RIGHT TANK WAS 3/4 FULL, BUT HE SAID THAT HE DID NOT HAVE ENOUGH TIME TO SWITCH TANKS. HE SUBSEQUENTLY EXECUTED A FORCED LANDING INTO TREES. EXAMINATION OF THE WRECKAGE CONFIRMED THE PILOT'S STATEMENTS WITH REGARD TO THE FUEL QUANTITY AND SELECTOR CONFIGURATION. NO FUEL WAS FOUND IN THE LEFT FUEL TANK.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

FUEL STARVATION INDUCED POWER LOSS DUE TO THE PILOT'S IMPROPER FUEL TANK SELECTION AND HIS FAILURE TO SWITCH TANKS AFTER THE POWER LOSS. A FACTOR WAS THE LACK OF SUITABLE TERRAIN ONTO WHICH A FORCED LANDING COULD BE EXECUTED.

25. August 11, 1991 in IDA GROVE, IA: ***HARVARD MARK IV***
PILOT IN COMMAND - FAILURE TO MAINTAIN AIRSPEED

NTSB Identification: CHI91DCD02 .
The docket is stored on NTSB microfiche number 45717.
14 CFR Part 91: General Aviation
Accident occurred Sunday, August 11, 1991 in IDA GROVE, IA
Probable Cause Approval Date: 9/28/1992
Aircraft: Canadian Car & Foundry HARVARD MARK IV, registration: N15795
Injuries: 1 Fatal.
THE AIRPLANE WAS PART OF A FLIGHT OF 'ZEROS' IN A LOW-ALTITUDE RACETRACK CLOSED PATTERN CONDUCTING SIMULATED STRAFING RUNS DURING A REENACTMENT OF THE ATTACK ON PEARL HARBOR. THE AIRPLANE WAS OBSERVED TO STALL DURING THE DOWNWIND-TO-BASE SEGMENT AND SPIN INTO THE GROUND.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

THE PILOT'S FAILURE TO MAINTAIN AIRSPEED

24. September 16, 1990 in CONROE, TX: ***LOCKHEED PV-2***
THE ENGINE STARTER REMAINED ENGAGED AFTER ENGINE START AND THE ELECTRICAL SYSTEM OVERHEATED

NTSB Identification: FTW90DRA10 .
The docket is stored on NTSB microfiche number 45442.
14 CFR Part 91: General Aviation
Accident occurred Sunday, September 16, 1990 in CONROE, TX
Probable Cause Approval Date: 3/12/1993
Aircraft: LOCKHEED PV-2, registration: N7428C
Injuries: 4 Uninjured.
DURING TAXI TO TAKEOFF THE CREW SENSED AN ODOR SIMILAR TO AN ELECTRICAL FIRE, AND SMOKE BECAME APPARENT IN THE COCKPIT. BOTH GENERATORS AND THE BATTERY MASTER WERE SECURED. THE RIGHT GENERATOR WOULD NOT ACCEPT A LOAD AND SMOKE WAS COMING FROM THE RIGHT WING ACCESSORY J-BOX IN THE RIGHT WHEEL WELL. THREE OCCUPANTS DEPLANED AND INITIALLY EXTINGUISHED THE FIRE, WHICH REIGNITED DUE TO HOT METAL AND COMPROMISED FUEL/OIL LINES. ALL SYSTEMS WERE SECURED AND THE PILOT THEN EVACUATED THE AIRPLANE, WHICH WAS CONSUMED BY THE FIRE. THE PILOT ESTIMATED THAT FIRE FIGHTING EQUIPMENT DID NOT ARRIVE FOR 20-25 MINUTES AFTER THE FIRE BEGAN. FAA INSPECTORS WERE UNABLE TO DETERMINE THE FIRE SOURCE FROM THE BURNED WRECKAGE. HOWEVER, THE OPERATOR'S REPORT STATED THAT THE RIGHT STARTER SOLENOID DID NOT OPEN AFTER ENGINE START CAUSING THE STARTER TO REMAIN LINKED TO THE ELECTRICAL SYSTEM. THIS RESULTED IN A SYSTEM OVERLOAD AND SUBSEQUENT ELECTRICAL FIRE. BOTH FUEL AND OIL LINES WERE ROUTED THROUGH THE RIGHT WHEEL WELL FOR COCKPIT INDICATIONS.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

THE ENGINE STARTER REMAINED ENGAGED AFTER ENGINE START AND THE ELECTRICAL SYSTEM OVERHEAT

23. June 04, 1990 in LONGVIEW, TX: ***BOEING A75N1***
PILOT IN COMMAND - THE PILOT'S ABRUPT USE OF THE WHEEL BRAKES DURING THE LANDING ROLL.

NTSB Identification: FTW90DPA04 .
The docket is stored on NTSB microfiche number 42769.
14 CFR Part 91: General Aviation
Accident occurred Monday, June 04, 1990 in LONGVIEW, TX
Probable Cause Approval Date: 11/9/1992
Aircraft: BOEING A75N1, registration: N27933
Injuries: 2 Uninjured.
DURING THE LANDING ROLL AT 15 TO 20 MILES PER HOUR THE AIRPLANE BEGAN TO DRIFT TO THE RIGHT. THE RUDDER ALONE WAS NOT ADEQUATE AND THE PILOT ATTEMPTED TO COMPENSATE WITH BRAKES. THE AIRPLANE NOSED OVER INVERTED. BOTH PILOTS FELT THAT ONE OF THE BRAKES HAD LOCKED; HOWEVER, AN A&P MECHANIC EXAMINED AND TESTED THE SYSTEM FINDING NO DISCREPANCIES.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

THE PILOT'S ABRUPT USE OF THE WHEEL BRAKES DURING THE LANDING ROLL.

22. August 06, 1989 in MINNEAPOLIS, MN: ***STINSON L-5***
PILOT IN COMMAND - THE PILOT SELECTED THE WRONG RUNWAY AND FAILED TO MAINTAIN DIRECTIONAL CONTROL.
THE CROSSWIND WAS A CONTRIBUTING FACTOR.

NTSB Identification: MKC89LA174 .
The docket is stored on NTSB microfiche number 40379.
14 CFR Part 91: General Aviation
Accident occurred Sunday, August 06, 1989 in MINNEAPOLIS, MN
Probable Cause Approval Date: 6/18/1990
Aircraft: STINSON L-5, registration: N68591
Injuries: 2 Uninjured.
THE PILOT SAID THAT WHILE ATTEMPTING A TAKEOFF WITH A 90 DEGREE CROSSWIND FROM THE LEFT AT ABOUT 14 KNOTS, HE LOST DIRECTIONAL CONTROL. THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY AND NOSED OVER. AN ALTERNATE RUNWAY INTO THE WIND WAS AVALABLE, BUT WAS NOT SELECTED.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

THE PILOT SELECTED THE WRONG RUNWAY AND FAILED TO MAINTAIN DIRECTIONAL CONTROL. THE CROSSWIND WAS A CONTRIBUTING FACTOR.

21. October 08, 1988 in SAN BENITO, TX: ***DOUGLAS A-20G***
INCAPACITATION OF THE PILOT WHILE FLYING AN AIRCRAFT DUE TO LOSS OF CONSCIOUSNESS FROM A CARDIAC RHYTHM DISTURBANCE.

NTSB Identification: FTW89DRG02 .
The docket is stored on NTSB microfiche number 40075.
14 CFR Part 91: General Aviation
Accident occurred Saturday, October 08, 1988 in SAN BENITO, TX
Probable Cause Approval Date: 1/31/1990
Aircraft: DOUGLAS A-20G, registration: N67921
Injuries: 1 Fatal.
THE 70 YR OLD PLT WAS FLYING A DOUGLAS A-20 IN A FLT OF 3 ACFT AT AN AIRSHOW (CONFEDERATE AIR FORCE 'AIRSHOW 88'). AFTERFLYING ON A SOUTHERLY HDG, THE FLT ENTERED A PROCEDURE TURN WHICH INVOLVED A 90 DEG LEFT TURN TO THE EAST FOLLOWED BY A 270 DEG RGT TURN BACK NORTHBOUND. WHILE MNVRG, THE A-20 ENTERED A RIGHT DESCENDING TURN & SUBSEQUENTLY CRASHED ON LEVEL TERRAIN IN A RELATIVELY WINGS LEVEL DESCENT. THE MAIN WRECKAGE CAME TO REST ABOUT 225' FROM THE INITIAL IMPACT POINT. ACCORDING TO A PATHOLOGICAL RPRT, THE PLT HAD SEVERE CORONARY ARTERIOSCLEROSIS & SUFFERED A HEART ATTACK.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

INCAPACITATION OF THE PILOT WHILE FLYING AN AIRCRAFT DUE TO LOSS OF CONSCIOUSNESS FROM A CARDIAC RHYTHM DISTURBANCE.

20. December 19, 1987 in HARLINGEN, TX: ***MBB 109***
FUEL SYSTEM, CARBURETOR FLOAT - DETERIORATED/ MOVEMENT RESTRICTED
PILOT IN COMMAND - AIRSPEED (VS) NOT MAINTAINED

NTSB Identification: FTW88DRG04 .
The docket is stored on NTSB microfiche number 35613.
14 CFR Part 91: General Aviation
Accident occurred Saturday, December 19, 1987 in HARLINGEN, TX
Probable Cause Approval Date: 2/14/1989
Aircraft: MBB 109, registration: N8575
Injuries: 1 Fatal.
THE SET OF FLOATS WHICH ALLOWS A HIGH FUEL FLOW IN THIS CARBURETOR FOR HIGH POWER SETTINGS USED FOR TAKEOFF, CLIMB, ETC., HAD CRACKED AND SWOLLEN TO SUCH AN EXTENT THAT THEY WERE RUBBING AGAINST THE FLOAT CHAMBER WALLS AND FLOAT CHAMBER SHROUD TUBES. THIS INTERFERENCE PREVENTED ADEQUATE FUEL FLOW FOR HIGH POWER OPERATION OF THE ENGINE DURING THE TAKEOFF CLIMB WHICH TERMINATED IN THE ACCIDENT. THERE WERE NO ENTRIES IN THE MAINTENANCE LOGS WHICH INDICATED ANY MAINTENANCE OR INTERNAL EXAMINATION OF THE CARBURETOR SINCE THE AIRCRAFT WAS NEW (1959).

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

AIRSPEED(VS)..NOT MAINTAINED..PILOT IN COMMAND
FUEL SYSTEM,CARBURETOR FLOAT..DETERIORATED
FUEL SYSTEM,CARBURETOR FLOAT..MOVEMENT RESTRICTED

19. October 10, 1987 in HARLINGEN, TX: ***NORTH AMERICAN P82-B***
PILOT IN COMMAND - FLARE MISJUDGED
- LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT
- STALL INADVERTENT

NTSB Identification: FTW88DRG01 .
The docket is stored on NTSB microfiche number 34379.
14 CFR Part 91: General Aviation
Accident occurred Saturday, October 10, 1987 in HARLINGEN, TX
Probable Cause Approval Date: 10/7/1988
Aircraft: NORTH AMERICAN P82-B, registration: N12102
Injuries: 2 Uninjured.
THE AIRCRAFT WAS ENGAGED IN A DEMONSTRATION FLIGHT WITH THE CONFEDERATE AIR FORCE AT RIO GRANDE VALLEY INTERNATIONAL AIRPORT. DURING THE APPROACH TO RUNWAY 17L THE PILOT FLARED THE AIRCRAFT TOO HIGH RESULTING IN A STALL AND AN EXCESSIVE RATE OF DESCENT. AT IMPACT THE RIGHT MAIN LANDING GEAR FAILED CAUSING A LOSS OF AIRCRAFT CONTROL. THE PILOT HAD FLOWN THE F82B APPROXIMATELY 2 HOURS IN THE PAST 3 MONTHS.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

FLARE..MISJUDGED..PILOT IN COMMAND
LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT..PILOT IN COMMAND

Contributing Factors
STALL INADVERTENT. PILOT IN COMMAND

18. August 16, 1987 in ENGLEWOOD, CO: ***FAIRCHILD PT-23***
REASON FOR OCCURRENCE UNDETERMINED

NTSB Identification: DEN87FA220 .
The docket is stored on NTSB microfiche number 34870.
14 CFR Part 91: General Aviation
Accident occurred Sunday, August 16, 1987 in ENGLEWOOD, CO
Probable Cause Approval Date: 1/25/1989
Aircraft: FAIRCHILD PT-23, registration: N64038
Injuries: 2 Serious.
THE PLT & PAX WERE FLYING TO CHEYENNE, WY TO PUT N64038 ON STATIC DISPLAY. THE PLT STATED THE ENG LOST PWR DRG CLIMB-OUT AT APRX 300' AGL. HE WAS UNABLE TO RESTORE PWR & MANEUVERED FOR AN OFF ARPT LANDING. A WITNESS STATED THAT AFTER TAKEOFF, N64038 LVLD OFF AT APRX 200' & DID NOT APPEAR TO ACCELERATE. HE STATED THE ACFT BEGAN TO SETTLE TO THE GND APRX 1.5 MI FROM THE ARPT. DRG HIS OBSERVATION, HE SAW THE ACFT IN A SHALLOW TURN FOR ABOUT 90 DEG, THEN SAW THE RGT WING MAKE AN ABRUPT DIP. SUBSEQUENTLY, THE ACFT STRUCK THE BANK OF A ROAD CUT IN A RGT WING LOW, NOSE HI ATTITUDE & WAS EXTENSIVELY DAMAGED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND DRG THE INVESTIGATION. THE DENSITY ALT WAS CALCULATED TO BE 7767'.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

REASON FOR OCCURRENCE UNDETERMINED

Contributing Factors
WEATHER CONDITION..HIGH DENSITY ALTITUDE
TERRAIN CONDITION..DIRT BANK/RISING EMBANKMENT

17. October 13, 1984 in PORT ISABEL, TX: ***Consolidated-Vultee PBY-6A***
COPILOT/SECOND PILOT - CLEARANCE MISJUDGED
PILOT IN COMMAND - SUPERVISION INADEQUATE
-

NTSB Identification: FTW85FA012 .
The docket is stored on NTSB microfiche number 26726.
14 CFR Part 91: General Aviation
Accident occurred Saturday, October 13, 1984 in PORT ISABEL, TX
Aircraft: Consolidated-Vultee PBY-6A, registration: N16KL
Injuries: 7 Fatal, 3 Serious.
AERIAL PHOTOS WERE BEING TAKEN OF THE MISHAP ACFT. MISSION CALLED FOR A SIMULATED WATER LNDG (ACTUAL WATER LNDG PROHIBITED) BY FLYING AS CLOSE AS POSSIBLE TO WATER. CO-PLT AT CONTROLS DESCENDED ACFT TO ABOUT 6 FT, THEN GRADUALLY REDUCED CLRNC TO 6-12 INCHES ABOVE WATER, AIRSPD 105 MPH. CO-PLT INADVERTANTLY ALLOWED ACFT TO TOUCH WATER. ON TOUCHDOWN, ACFT DECELERATED VIOLENTLY AND BROKE UP, EJECTING SEVERAL OF THE OCCUPANTS AND COMING TO REST INVERTED. EXAMINATION OF AERIAL PHOTOS SHOWS ACFT HULL AT TOUCHDOWN WAS SLIGHTLY NOSE DOWN VICE NORMAL LNDG ATTITUDE; WATER CONTACT MADE AT LOCATION OF NOSE LNDG GEAR DOORS. PHOTOS SHOW OUTWARD RUPTURING OF FWD HULL STRUCTURE, NOSE GEAR DOORS MISSING. HULL AT REAR OF STEP SHOWED TWO PARALLEL, 3-FT LONG BY 2-IN WIDE, FORE-TO-AFT AND OUTBD-TO-INBD PENETRATIONS. FLOOR OF SHALLOW LAGOON KNOWN TO HAVE SCATTERED DEBRIS FROM PETROLEM EXPLORATIONS; HOWEVER, NO POSITIVE DETERMINATION OF ACFT CONTACT WITH SUBMERGED OBJECT COULD BE MADE.
The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

CLEARANCE..MISJUDGED..COPILOT/SECOND PILOT;SUPERVISION..INADEQUATE..PILOT IN COMMANDOOR,LANDING GEAR..OVERLOAD; DOOR,LANDING GEAR..SEPARATION. Contributing Factors
TERRAIN CONDITION..WATER,GLASSY

16. May 02, 1984 in SAN ANTONIO, TX: ***TIGER MOTH DH 82A***
PILOT IN COMMAND - STALL NOT CORRECTED
- ALTITUDE INADEQUATE
- REASON FOR OCCURRENCE UNDETERMINED

NTSB Identification: FTW84FA218 .
The docket is stored on NTSB microfiche number 25184.
14 CFR Part 91: General Aviation
Accident occurred Wednesday, May 02, 1984 in SAN ANTONIO, TX
Aircraft: de Havilland TIGER MOTH DH 82A, registration: N82DS
Injuries: 2 Fatal.
THE ACFT CRASHED IN AN OPEN PASTURE WITH TREES ON THE WESTERN PERIMETER. THE ACFT ATTITUDE AT IMPACT WAS NOSE DOWN AT A 30 TO 50 DEGREE ANGLE IN A RIGHT SPIRAL. THE MAIN FUEL TANK MOUNTED ON THE TOP WING OVER AND BEHIND THE ENGINE BROKE FROM ITS MOUNT ON IMPACT AND RUPTURED. A FIRE BROKE OUT AND CONSUMED THE ACFT. A 11 YR OLD BOY SAID HE SAW THE ACFT CLIMB OVER SOME TREES, MAKE A LEFT TURN AND THEN HE HEARD THE ENGINE QUIT RUNNING. THE ACFT NOSED OVER SHARPLY AND DESCENDED BELOW THE TREES. THE WITNESS THEN SAW THE FIRE BALL. PLTS WHO HAD FLOWN THE ACFT SAY IT STALLS WITHOUT WARNINGIF POWER IS RETARDED AND THE SPEED IS DISSIPATED AND THAT THE ACFT ALWAYS FELL OFF ON THE RIGHT WING DURING THE STALL.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

STALL..NOT CORRECTED..PILOT IN COMMAND
REASON FOR OCCURRENCE UNDETERMINED
ALTITUDE..INADEQUATE..PILOT IN COMMAND

15. March 31, 1984 in LUBBOCK, TX: *AM-1 (MAULER)*
PILOT IN COMMAND - DIRECTIONAL CONTROL NOT MAINTAINED
- LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT
- GROUND LOOP/SWERVE NOT CORRECTED

NTSB Identification: FTW84LA182 .
The docket is stored on NTSB microfiche number 23924.
14 CFR Part 91: General Aviation
Accident occurred Saturday, March 31, 1984 in LUBBOCK, TX
Aircraft: Martin Company AM-1 (MAULER), registration: N5586A
Injuries: 1 Uninjured.
THE PLT WAS MAKING A TAKEOFF IN THIS LARGE SINGLE ENGINE SINGLE SEAT ACFT AFTER ONLY 1 HOUR OF EXPERIENCE. THE PLT SAID THAT THE ENGINE OR PROPELLER MALFUNCTIONED. THE ACFT VEERED OFF THE SIDE OF THE RWY THROUGH A FENCE AND STRUCK 4 HORSES. AN FAA INSPECTOR COULD FIND NO EVIDENCE OF A PROP OR ENGINE MALFUNCTION. THIS 4000 HP R-4360 ENGINE CREATES A CONSIDERABLE AMOUNT OF TORQUE AT FULL THROTTLE WHICH REQUIRES PLT INPUT TO MAINTAIN DIRECTIONAL CONTROL.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

DIRECTIONAL CONTROL..NOT MAINTAINED..PILOT IN COMMAND
LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT..PILOT IN COMMAND
GROUND LOOP/SWERVE..NOT CORRECTED..PILOT IN COMMAND

Contributing Factors
OBJECT..FENCE
OBJECT..ANIMAL(S)

14. June 25, 1983 in NAS KINGSVILLE, TX: *KATE 301*
PILOT IN COMMAND - AIRSPEED (VS) NOT MAINTAINED

NTSB Identification: FTW83LA295 .
The docket is stored on NTSB microfiche number 23281.
14 CFR Part 91: General Aviation
Accident occurred Saturday, June 25, 1983 in NAS KINGSVILLE, TX
Aircraft: KATE 301, registration: N3239G
Injuries: 2 Minor.
THE HOME BUILT ACFT WAS BUILT FROM PARTS OF A NORTH AMERICAN SNJ-4 & BT-13. IT WAS MADE TO RESEMBLE A WW-II JAPANESE KATE BOMBER & WAS BEING USED IN A CONFEDERATE AIR FORCE SHOW TO SMIULATE LOW LEVEL BOMBING RUNS. BETWEEN PASSES, THE PLT MADE 90-270 DEG TURNS, SIMILAR TO CROP DUSTER TURNS. ACCORDING TO THE PLT, HE 'PULLED TOO HARD IN THE TURN ON A HOT DAY', ENTERED A HIGH SPEED STALL & CRASHED. HE REPORTED THE TEMP WAS 96 DEG.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

AIRSPEED(VS)..NOT MAINTAINED..PILOT IN COMMAND

Contributing Factors
WEATHER CONDITION..HIGH DENSITY ALTITUDE

13. April 14, 1982 in FORNEY, TX: *GOODYEAR FGID (F4U)*
LUBRICATING SYSTEM - OIL COOLER LEAK
- OIL LINE.DISCONNECTED
- FLUID, OIL.EXHAUSTION

NTSB Identification: FTW82DA130
14 CFR Part 91: General Aviation
Accident occurred Wednesday, April 14, 1982 in FORNEY, TX
Probable Cause Approval Date: 4/14/1983
Aircraft: GOODYEAR FGID(F4U), registration: N9964Z
Injuries: 1 Uninjured.
FOLLOWING THE LAST AEROBATIC MANUEVER, A LOOP, AND WHILE IN STRAIGHT AND LEVEL FLIGHT, THE LOW OIL PRESSURE LIGHT ILLUMINATED. THE OIL PRESSURE DECREASED TO ZERO AND SHORTLY THEREAFTER PROPELLER CONTROL WAS LOST. DUE TO A ROUGH RUNNING ENGINE AN EMERGENCY LANDING WAS ATTEMPTED. DURING THE WHEELS UP LANDING IN AN UNPLOWED GRASSY FIELD, THE AIRCRAFT STRUCK A FENCE. EXAMINATION OF THE AIRCRAFT REVEALED THE COOLER OIL LINE CAME LOOSE FROM THE INLET FITTING.
The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

LUBRICATING SYSTEM,OIL COOLER..LEAK
LUBRICATING SYSTEM,OIL LINE..DISCONNECTED
FLUID,OIL..EXHAUSTION

12. August 15, 1981 in FRIENDSWOOD, TX: ***VULTEE BT-13A***
PILOT IN COMMAND - IMPROPER LEVEL OFF
- IMPROPER RECOVERY FROM BOUNCED LANDING

NTSB Identification: FTW81FRA53
14 CFR Part 91 General Aviation
Event occurred Saturday, August 15, 1981 in FRIENDSWOOD, TX
Aircraft: VULTEE BT-13A, registration: N67208

---------- FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE----------
----------3-1962 81/8/15 FRIENDSWOOD,TX VULTEE BT-13A CR- 0 0 2 INSTRUCTIONAL PRIVATE, AGE 58, 1929 TIME - 1300 N67208 PX- 0 0 0 CHECK TOTAL HOURS, 85 IN TYPE, DAMAGE-SUBSTANTIAL OT- 0 0 0 NOT INSTRUMENT RATED. NAME OF AIRPORT - CLOVER DEPARTURE POINT INTENDED DESTINATION FRIENDSWOOD,TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN COLLIDED WITH: DITCHES LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING REMARKS- UN TO SEE OVR NOSE IN LNDG ATTITUDE.TCHDWN APRX 10 TO 20FT LEFT OF RWY AFTER BOUNCING.

11. July 03, 1981 in ROCKFORD, IL: ***DOUGLAS SBD-5***
IMPROPER MAINTENANCE - LANDING GEAR: GEAR LOCKING MECHANISM
- IMPROPER ALIGNMENT/ADJUSTMENT

NTSB Identification: CHI81FEE43
14 CFR Part 91 General Aviation
Event occurred Friday, July 03, 1981 in ROCKFORD, IL
Aircraft: DOUGLAS SBD-5, registration: N54532

---------- FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE----------
----------3-1923 81/7/3 NR.ROCKFORD,IL DOUGLAS SBD-5 CR- 0 0 1 INSTRUCTIONAL COMMERCIAL, AGE 47, 3200 TIME - 1120 N54532 PX- 0 0 0 TRAINING TOTAL HOURS, 2 IN TYPE, DAMAGE-SUBSTANTIAL OT- 0 0 0 NOT INSTRUMENT RATED. NAME OF AIRPORT - GREATER ROCKFORD DEPARTURE POINT INTENDED DESTINATION ROCKFORD,IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING: ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION: IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) AIRFRAME - LANDING GEAR: GEAR LOCKING MECHANISM MISCELLANEOUS ACTS,CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT REMARKS- L/G SEL VALVE LEVER COULD BE SELECTED OUT OF DOWN POS W/O DISENGAGING LATCH PIN.

10. June 27, 1981 in CHICKASHA, OK: ***AT-6***
PILOT IN COMMAND - PREMATURE LIFT-OFF
- IMPROPER COMPENSATION FOR WIND CONDITIONS
- DELAYED ACTION IN ABORTING TAKEOFF

NTSB Identification: FTW81DPJ31
14 CFR Part 91 General Aviation
Event occurred Saturday, June 27, 1981 in CHICKASHA, OK
Aircraft: N AMER AVN AT-6, registration: N9790Z

---------- FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE----------
----------3-1282 81/6/27 CHICKASHA,OK N AMER AVN AT-6 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 49, 631 TIME - 1500 N9790Z PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 8 IN TYPE, DAMAGE-SUBSTANTIAL OT- 0 0 0 INSTRUMENT RATED. NAME OF AIRPORT - CHICKASHA DEPARTURE POINT INTENDED DESTINATION CHICKASHA,OK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION DRAGGED WINGTIP,POD,OR FLOAT TAKEOFF: ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE RIGHT QUARTERING HEAD WIND 023-067 DEGREES TEMPERATURE-F: 85 WIND DIRECTION-DEGREES: 190 WIND VELOCITY-KNOTS: 10 TYPE OF WEATHER CONDITIONS: VFR TYPE OF FLIGHT PLAN NONE REMARKS- WIND GUSTS TO 20KTS.

9. April 25, 1981 in FULSHEAR, TX: ***RYAN PT-22***
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED
- EXERCISED POOR JUDGMENT
- UNWARRANTED LOW FLYING

NTSB Identification: FTW81FA078
14 CFR Part 91 General Aviation
Event occurred Saturday, April 25, 1981 in FULSHEAR, TX
Aircraft: RYAN PT-22, registration: N883D

---------- FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE----------
----------3-2939 81/4/25 FULSHEAR,TX RYAN PT-22 CR- 1 0 0 MISCELLANEOUS COMMERCIAL, FL.INSTR., TIME - 1430 N883D PX- 1 0 0 AIR SHOW/RACING AGE 34, 1090 TOTAL HOURS, DAMAGE-DESTROYED OT- 0 0 0 15 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - COVEY TRAILS DEPARTURE POINT INTENDED DESTINATION FULSHEAR,TX ANGLETON,TX TYPE OF ACCIDENT PHASE OF OPERATION STALL: SPIN IN FLIGHT: LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT; MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING

8. September 07, 1980 in WACO, TX: ***CNSD VULTEE BT-13***
AIRFRAME - LANDING GEAR COLLAPSED MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE

NTSB Identification: FTW80DPA17
14 CFR Part 91 General Aviation
Event occurred Sunday, September 07, 1980 in WACO, TX
Aircraft: CNSD VULTEE BT-13, registration: N66791

---------- FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE----------
----------3-2306 80/9/7 WACO,TX CNSD VULTEE BT-13 CR- 0 0 1 MISCELLANEOUS PRIVATE, AGE 49, 2127 TIME - 1500 N66791 PX- 0 0 1 AIR SHOW/RACING TOTAL HOURS, 125 IN TYPE, DAMAGE-SUBSTANTIAL OT- 0 0 0 INSTRUMENT RATED. NAME OF AIRPORT - MADISON COOPER DEPARTURE POINT INTENDED DESTINATION WACO,TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING: ROLL GEAR COLLAPSED LANDING: ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: BRAKING SYSTEM (NORMAL SYSTEM) FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- ACFT OWNED BY CONFEDERATE AIR FORCE.L BRAKE FAILED FOR UKNN RSN.

7. August 18, 1975 in HARLINGEN, TX: ***CONVAIR PBY-6***
POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS
PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. (improper emergency procedures)
- FAILED TO OBTAIN/MAINTAIN FLYING SPEED

NTSB Identification: FTW76FRG15
14 CFR Part 91 General Aviation
Event occurred Monday, August 18, 1975 in HARLINGEN, TX
Aircraft: CONVAIR PBY-6, registration: N15KL
FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE----------3-4163 75/8/18 HARLINGEN,TX CONVAIR PBY-6 CR- 3 1 1 MISCELLANEOUS AIRLINE TRANSPORT, AGE TIME - 1310 N15KL PX- 0 0 0 FERRY 58, 2200 TOTAL HOURS, DAMAGE-DESTROYED OT- 0 0 0 UNK/NR IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - HARLINGEN INDUST DEPARTURE POINT INTENDED DESTINATION HARLINGEN,TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB STALL IN FLIGHT: OTHER PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- TEST HOP DUE REPLACE R ENG CARB. R ENG QUIT,PROP WASNT FEATH,GR DOWN.

6. April 19, 1974 in RIVIERA, TX: ***GRUMMAN F8F-2***
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING
- MISMANAGEMENT OF FUEL

NTSB Identification: FTW74DRG78
14 CFR Part 91 General Aviation
Event occurred Friday, April 19, 1974 in RIVIERA, TX
Aircraft: GRUMMAN F8F-2, registration: N7825C
FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE
3-0951 74/4/19 NR.RIVIERA,TEX GRUMMAN F8F-2 CR- 0 0 1 MISCELLANEOUS COMMERCIAL, AGE 50, 8000 TIME - 1225
N7825C PX- 0 0 0 DEMONSTRATION TOTAL HOURS, 386 IN TYPE, DAMAGE-SUBSTANTIAL OT- 0 0 0
NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION HARLINGEN,TEX LOCAL TYPE OF
ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL
CRUISE NOSE OVER/DOWN LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND -
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL
MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION
TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY
CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL TNK FND EMPTY,NO EVIDENCE OF SPILLAGE.

5. April 09, 1974 in FORT WORTH, TX: ***GOODYEAR FG-1D***
PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT
- FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC.

NTSB Identification: FTW74FPD41
14 CFR Part 91 General Aviation
Event occurred Tuesday, April 09, 1974 in FORT WORTH, TX
Aircraft: GOODYEAR FG-1D, registration: N9964Z

---------- FILE DATE LOCATION AIRCRAFT DATA
INJURIES FLIGHT PILOT DATA F S M/N PURPOSE----------
----------3-1007 74/4/9 FORT WORTH,TEX GOODYEAR FG-1D CR- 0 0 1
NONCOMMERCIAL AIRLINE TRANSPORT, AGE TIME - 1430 N9964Z PX- 0 0 0 PRACTICE 42, 10000
TOTAL HOURS, DAMAGE-MINOR OT- 0 0 1 200 IN TYPE, INSTRUMENT
RATED. NAME OF AIRPORT - MEACHAM FIELD DEPARTURE POINT INTENDED DESTINATION FORT WORTH,TEX
LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT: BOTH ON GROUND
TAXI: TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PILOT IN
COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. REMARKS- VINTAGE ACFT AFFILIATED WITH
CONFEDERATE AIR FORCE.COMPLETE S CLEARING TURNS NOT MADE DURING TAXI

4. October 24, 1973 in BROWNWOOD, TX: ***MESSRSMITT ME-109***
PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL
- IMPROPER COMPENSATION FOR WIND CONDITIONS

NTSB Identification: FTW74FPD24
14 CFR Part 91 General Aviation
Event occurred Wednesday, October 24, 1973 in BROWNWOOD, TX
Aircraft: MESSRSMITT ME-109, registration: N109ME

---------- FILE DATE LOCATION AIRCRAFT DATA
INJURIES FLIGHT PILOT DATA F S M/N PURPOSE----------
----------3-3629 73/10/24 NR.BROWNWOOD, TEX MESSRSMITT ME-109 CR- 0 0 1
MISCELLANEOUS COMMERCIAL, FL.INSTR., TIME - 1150 N109ME PX- 0 0 0 FERRY AGE 37, 11010
TOTAL DAMAGE-SUBSTANTIAL OT- 0 0 0 HOURS, 145 IN TYPE, NOT
INSTRUMENT RATED. NAME OF AIRPORT - BROWNWOOD DEPARTURE POINT INTENDED DESTINATION LAST
ENROUTE STOP HEREFORD, TEX HARLINGEN,TEX BROWNWOOD, TEX TYPE OF ACCIDENT
PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING: ROLL GEAR COLLAPSED
LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN
COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD
FAILURE WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED
WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR
UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED)
NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE
RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 245
20 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE
REMARKS- GUSTING TO 25K.

3. August 22, 1973 in GALVESTON, TX: ***CONVAIR BT-13A***
POWERPLANT - FAILURE FOR UNDETERMINED REASONS
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED

NTSB Identification: FTW74FRA11
14 CFR Part 91 General Aviation
Event occurred Wednesday, August 22, 1973 in GALVESTON, TX
Aircraft: CONVAIR BT-13A, registration: N2200S

---------- FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE----------
----------3-2872 73/8/22 GALVESTON TEX CONVAIR BT-13A CR- 0 1 0 MISCELLANEOUS COMMERCIAL, AGE 39, 7139 TIME - 1738 N2200S PX- 0 0 0 DEMONSTRATION TOTAL HOURS, 13 IN TYPE, DAMAGE-SUBSTANTIAL OT- 0 0 0 INSTRUMENT RATED. NAME OF AIRPORT - SCHOLES FIELD DEPARTURE POINT INTENDED DESTINATION ANGLETON,TEX GALVESTON TEX TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING: GO-AROUND STALL: MUSH LANDING: GO-AROUND PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- TOO CLOSE TO OTR ACFT INITIATED GO-AROUND.HIT GND IN A STEEP NOSE DWN ATTITUDE.

2. April 29, 1971 in VERO BEACH, FL: ***REPUBLIC P-47N***
POWERPLANT - FUEL SYSTEM: CARBURETOR

NTSB Identification: MIA71FLD60
14 CFR Part 91 General Aviation
Event occurred Thursday, April 29, 1971 in VERO BEACH, FL
Aircraft: REPUBLIC P-47N, registration: N47TB
---------- FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE----------
----------3-4247 71/4/29 VERO BEACH,FLA REPUBLIC P-47N CR- 0 0 1 MISCELLANEOUS ATP,FLIGHT INSTR., AGE TIME - 1620 N47TB PX- 0 0 0 TEST 58, 37000 TOTAL HOURS, DAMAGE-SUBSTANTIAL OT- 0 0 0 210 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - VERO BEACH DEPARTURE POINT INTENDED DESTINATION VERO BEACH,FLA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING: TRAFFIC PATTERN-CIRCLING COLLIDED WITH: OBJECT LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM: CARBURETOR MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. REMARKS- FUEL FEED VALVE PASSABE BLOCKED, NOT REROUTED IN THROTTLE BODY.HIT TREE STUMP ADJ TO RWY.TEST HOP.

1. August 23, 1968 in MERCEDES, TX: ***GRUMMAN F8F***
POWERPLANT - FAILURE FOR UNDETERMINED REASONS

NTSB Identification: FTW69D0268
14 CFR Part 91 General Aviation
Event occurred Friday, August 23, 1968 in MERCEDES, TX
Aircraft: GRUMMAN F8F, registration: N7957C

---------- FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE----------
----------3-3490 68/8/23 MERCEDES,TEX GRUMMAN F8F CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, FL.INSTR., TIME - 1300 N7957C PX- 0 0 0 PLEASURE/PERSONAL TRANSP AGE 45, 8600 TOTAL HOURS, DAMAGE-SUBSTANTIAL OT- 0 0 0 155 IN TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - REBEL FIELD TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE WHEELS-UP LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT REMARKS- GR DID NOT HAVE TIME TO FULLY EXTEND.