Issue 2



# PB85-916921



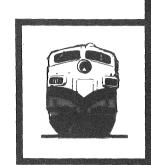
WASHINGTON, D.C. 20594

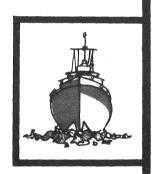
# AIRCRAFT ACCIDENT REPORTS

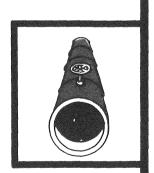
BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 2 OF 1984 ACCIDENTS



NTSB / AAB-85 / 21







Doc NTSB AAB 85 21 Issue 2



**UNITED STATES GOVERNMENT** 

				•
Administration (CV)				
The second second				
The same of the sa				

## TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-85/21	2.Government Accession No. PB85-916921	3.Recipient's Catalog No.			
4. Title and Subtitle Aircraft Accident Briefs	5.Report Date July 12, 1985				
	Calendar Year 1984 - Issue Number 2				
7. Author(s)		8.Performing Organization Report No.			
9. Performing Organization Bureau of Field Operation	10.Work Unit No.				
National Transportation S Washington, D.C. 20594	11.Contract or Grant No.				
		<pre>13.Type of Report and     Period Covered</pre>			
12.Sponsoring Agency Name a  NATIONAL TRANSPORTATI		200 U.S. General Aviation and Air Carrier Accidents Occurring in 1984 in Brief Format			
Washington, D. C. 209		14.Sponsoring Agency Code			
15. Supplementary Notes					

## 16.Abstract

This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1984. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft.

File Numbers: 0201 through 0400

17.Key Words Aviation accident, probable certificate/rating, injurie operating certificate, flig accident occurred during, a weather	18.Distribution This document is to the public to National Technic mation Service, Virginia 22161	s available hrough the cal Infor-	
19.Security Classification (of this report) UNCLASSIFIED	20.Security Classification (of this page) UNCLASSIFIED	21.No. of Pages 404	22.Price

#### **FOREWORD**

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

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

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

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

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

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

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

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

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

Requests for reproduction should be forwarded to the:

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

## TABLE OF CONTENTS

	Page
Foreword	II
Table of Contents	IV
Explanatory Notes	V
AIRCRAFT ACCIDENTS	
File Order Listing	IX
Briefs of Accidents	-387

#### **DEFINITIONS**

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

## Aircraft Accidents

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

## **Fatal Injury**

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

## Serious Injury

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

#### Substantial Damage

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

### **OCCURRENCE**

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

#### Gear Collapsed

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

## TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

## 1. GENERAL AVIATION

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

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

#### Personal

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

#### Business

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

## Corporate/Executive Operations

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

#### Instructional Flying

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

#### Other Flying

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

#### 2. AIR CARRIER

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

## Airframe/Component/System Failure/Malfunction

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

## Powerplant - Loss of Power

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

## PHASE OF OPERATION

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

### CAUSES AND RELATED FACTORS

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

## BASIC WEATHER CONDITIONS

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

## FILE ORDER LISTING

ISSUE NUMBER 2

CALENDAR YEAR 1984

File Order Listing - Issue No. 2, 1983

File	Aircraft	D-+-	Lagation		craft Madel	Injury	Dogg
Number	Regist.	Date 	Location	Make 	Mode1	Index	Page
201	7527F	041184	BETTLES, AK	CHAMPION	7GCBC	NONE	6
202	67134	041284	LITTLE ROCK, AR	BEECH	BE23	MINOR	26
203	9953N	042384	NOGALES, AZ	CESSNA	185	NONE	36
204	48757	031584	PRESTON, ID	CESSNA	152II	NONE	92
205	85052	042584	CHARLESTON, SC	BEECH	E55	NONE	290
206	5546F	021284	OAK GROVE, VA	PIPER	PA-28-140	MINOR	348
207	8400B	041184	HOFFMAN ESTATES, IL	PIPER	PA-28-161	MINOR	112
208	6659F	040184	DAVISON, MI	CESSNA	150F	NONE	162
209	2663G	032184	KENOSHA, WI	CESSNA	402C	NONE	376
210	41022	031084	MADISON, WI	CESSNA	421B	NONE	374
211	4823L	042884	N.CARLISLE, AR	CESSNA	152	NONE	30
212	73180	010784	ZOLFO SPRINGS, FL	CESSNA	T207A	FATAL	56
213	9889M	040484	TUCSON, AZ	CESSNA	210	NONE	34
214	131TW	031784	PHOENIX, AZ	BEECH	55	NONE	32
215	93086	011084	UNION CITY, CA	CESSNA	185	FATAL	38
216	9328N	031684	KENNEWICK, WA	CESSNA	A 185F	NONE	356
217	9432Y	022484	WHITE CITY, OR	BEECH	A33	NONE	266
218	7997R	031484	MYRTLE BEACH, SC	BEECH	99	NONE	284
219	57528	020384	ALBUQUERQUE, NM	PIPER	PA-18-150	NONE	214
220	5376T	012884	ERIE, CO	CESSNA	172E	MINOR	48
221	234AD	010584	SALT LAKE CITY, UT	PIPER	AEROSTAR 6	MINOR	334
222	190W	041484	LIVERMORE, CA	FOLKE WULF	1903A	FATAL	40
223	4431D	041584	ONTARIO, CA	CESSNA	L-19E	NONE	42
224	4374C	031284	ANCHORAGE, AK	CHAMPION	7EC	NONE	2
225	1296W	032984	SOUTH FULTON, TN	WEATHERLY	201C	NONE	298

File Order Listing - Issue No. 2, 1983

File Number	Aircraft Regist.	Date 	Location	Aircr Make 	aft Model 	Injury Index	Page
226	4986E	032484	NEW BERN, NC	BOWERS	FLY BABY 1	MINOR	192
227	6418B	021584	ALBERTVILLE, AL	CESSNA	152	NONE	14
228	8008X	041384	WALLS, MS	CESSNA	172	NONE	184
231	585WB	013084	NEWTON, NC	BACH	CGS HAWK	MINOR	188
232	5839W	040584	APEX, NC	PIPER	PA-28-150	NONE	194
233	6320W	030384	KENNESAW, GA	CESSNA	P210N	NONE	82
234	2462J	010784	CHARLOTTESVILLE, VA	CESSNA	150G	MINOR	346
235	3907J	041384	CHALLIS, ID	CESSNA	150	NONE	96
236	42855	032684	NEW HUDSON, MI	CESSNA	182L	NONE	160
237	9483Y	022384	TROY, MI	CESSNA	T-210N	MINOR	158
238	25469	012884	DETROIT LAKES, MN	CESSNA	152	NONE	172
239	2396U	010884	PLATO CENTER, IL	CESSNA	150G	NONE	102
240	37996	010184	WHITE BEAR LAKE, MN	PIPER	J-4E	NONE	170
241	12811	041484	WEST SOUND, WA	CESSNA	C-172M	NONE	364
242	3826L	022184	MOUNTAIN VIEW, AR	CSSNA	172	NONE	22
243	3300A	041684	LITTLE ROCK, AR	PIPER	PA-22-135	NONE	28
244	6000F	022084	CHARLESTON, TN	AERO COMMAND	680F	SERIOUS	296
245	6660T	051484	WEST CHICAGO, IL	BEECH	V35B	NONE	116
246	4501T	021284	PINELLAS PARK, FL	PIPER	PA-28-140	SERIOUS	66
247	6357	021684	CEDAR KEY, FL	BELL	47-G	SERIOUS	72
248	85763	032284	HAILEY, ID	AERONCA	7AC	NONE	94
249	88666	040384	GARFIELD, WA	CESSNA	180-A	NONE	358
250	6128B	050184	BURLINGTON, NC	CESSNA	182	NONE	196
251	73787	050984	BUCKINGHAM, VA	CESSNA	172N	NONE	354
252	9932J	021584	ARCADIA, FL	CESSNA	T-188	NONE	68

File Order Listing - Issue No. 2, 1983

File Number	Aircraft Regist.	Date	Location	Airca Make	raft Model	Injury Index	Page
253	531OM	020884	CLEARWATER, FL	CESSNA	152	NONE	64
254	44816	021584	LAKE PLACID, FL	HARVEY	CONDOR 3+2	NONE	70
255	1700	022284	RUIDOSO, NM	SWEARINGEN	SA26AT	NONE	220
256	777CS	031484	CHICAGO, IL	CESSNA	401	NONE	106
257	15MM	020384	NARANJITO, PR, OF	PIPER	PA-28-140	SERIOUS	236
259	34627	021784	KENNESAW, GA	CESSNA	177B	SERIOUS	80
260	9268G	050584	MINONK, IL	CESSNA	182N	NONE	114
261	25583	050484	FT ATKINSON, WI	CESSNA	152	MINOR	384
262	8890V	051684	WEST LAFAYETTE, OH	CESSNA	172M	NONE	246
263	222WY	050284	SHERWOOD, OR	BELLANCA	7GCBC	NONE	272
265	74515	021584	POCAHONTAS, AR	MOONEY	MK2OB	NONE	20
266	1767W	021784	ST AUGUSTINE, FL	BEECH	95-B55	NONE	74
267	6736Q	011684	HOMESTEAD, FL	GRUMMAN	AG-CAT	MINOR	60
268	9762G	031784	SOLDOTNA, AK	CESSNA	180H	MINOR	4
269	93952	050984	CHUGIAK, AK	CESSNA	152	NONE	8
270	7663H	052684	WASILLA, AK	PIPER	PA-12	NONE	12
271	5663ป	051084	GERLACH, NV	CESSNA	182	NONE	230
272	6174H	041784	RUIDOSO, NM	PIPER	PA-34-200T	NONE	228
273	5042F	031684	PROVO, UT	HILLER	FH 1100	NONE	342
274	40995	021284	ALBUQUERQUE, NM	RAVEN	RALLY RX7	SERIOUS	218
275	83798	031084	APEX, NC	PITTS	SPECIAL S2	NONE	190
276	93151	050384	BOAZ, AL	CESSNA	152	NONE	18
277	83088	042584	BLUFFTON, IN	PIPER	PA-28-161	NONE	120
278	1300U	042384	ATHENS, OH	CESSNA	152	MINOR	240
279	2491N	022584	LONGVIEW, TX	CESSNA	140	NONE	326

File Order Listing - Issue No. 2, 1983

File Number	Aircraft Regist.	Date	Location	Airc Make	raft Model	Injury Index	Page
281	9480L	020684	LAMPASAS, TX	AMERICAN	AA-1A	FATAL	310
282	3PN	021584	PRESIDIO, TX	PIPER	PA-31P	SERIOUS	316
283	7415L	021684	BROWNSVILLE, TX	PIPER	PA-31	MINOR	318
284	6558M	021984	ADA, OK	CESSNA	152	SERIOUS	258
285	15043	022084	BASTROP, TX	PIPER	PA-28-140	NONE	322
286	317VA	010284	GALESBURG, IL	BEECH	BE-99	NONE	100
287	777RG	030684	FORT WORTH, TX	PIPER	PA-23-250	NONE	328
288	19557	041184	PAPALOTE, TX	CESSNA	150	NONE	332
289	NONE	022184	PEARLAND, TX	VAMPIRE	SATALAR	SERIOUS	324
290	3014N	011284	JAYTON, TX	CESSNA	120	NONE	304
291	94467	020184	STILLWATER, OK	CESSNA	152	NONE	252
292	49086	020284	EL PASO, TX	RYAN	PT-22C	NONE	306
293	3343A	020484	LAMKIN, TX	PIPER	PA-22-135	MINOR	308
294	8478E	020884	BENAVIDES, TX	BELL	47G-2A	MINOR	312
295	5407	021084	HEIDENHEIMER, TX	GRUMMAN	G-164A	NONE	314
296	65575	022484	HARRAH, OK	CESSNA	152	NONE	260
297	4715A	032884	WEST CHICAGO, IL	CESSNA	P210N	NONE	110
298	757NS	022084	CLARKSVILLE, MD	CESSNA	152	NONE	154
299	91332	020484	EASTON, PA	PIPER	PA-38-112	NONE	274
300	59405	022684	TARENTUM, PA	BELL	206B	NONE	278
301	7568H	030384	BRAITHWRITE, LA	CESSNA	A 185F	MINOR	144
302	8197V	032684	CLAYTON, LA	CESSNA	188	NONE	146
303	5586A	033184	LUBBOCK, TX	MARTIN	AM-1 (MAUL	NONE	330
304	9936	040384	EUNICE, LA	GRUMMAN	G-164A	NONE	148
305	12288	030884	YUKON, OK	LOCKHEED	VEGA-1	NONE	262

File Order Listing - Issue No. 2, 1983

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
306	76255	021084	MONTE VISTA, CO	BELLANCA	7GCAA	NONE	50
307	8260H	030684	TREMONTON, UT	CALLAIR	Α	NONE	340
308	45AM	012484	ENGLEWOOD, CO	CESSNA	210D	NONE	46
309	54KS	022684	SALT LAKE CITY, UT	KEITH A SMIT	KR-2	FATAL	338
310	4166B	040484	GALLUP, NM	BELLANCA	17-31ATC	NONE	226
311	48201	042184	PALO ALTO, CA	CESSNA	152	MINOR	44
312	201LU	021684	BRISTOL, PA	MOONEY	M2OJ	NONE	276
313	5745M	012484	VENICE, LA	BELL	206L-1	MINOR	142
314	95 1 <b>5</b> Y	010984	WARING, TX	CESSNA	T210N	NONE	302
315	8117Z	010684	DEL RIO, TX	PIPER	PA-28-236	NONE	300
316	5792X	010484	MORGAN CITY, LA	AEROSPATIALE	AS-355F	FATAL	136
317	42774	011384	PENSACOLA, FL	PIPER	J3C-65	MINOR	58
318	688	031884	LAKELAND, FL	ALLEVA	STARDUSTER	FATAL	76
319	62849	030784	ATLANTA, GA	PIPER	PA 31-350	NONE	84
319	7047Y	030784	ATLANTA, GA	PIPER	PA-30	NONE	86
320	49126	021684	ACUFF, TX	CESSNA	152	NONE	320
321	7 1 2 U S	022884	FITCHBURG, MA	CESSNA	500	NONE	152
322	6090Z	021684	ALTUS, OK	PIPER	PA-25-150	FATAL	256
323	6202M	021584	STILLWATER, OK	CESSNA	152	NONE	254
324	9468U	010784	NEW ORLEANS, LA	CESSNA	150M	NONE	138
326	85NL	011084	OKEMAH, OK	BEECH	65-90	NONE	248
327	46723	022384	CARLSBAD, NM	CESSNA	152	NONE	222
328	3735Y	050184	MINNEAPOLIS, MN	BEECH	A36	NONE	176
329	5184M	050184	WINONA, MN	TAYLORCRAFT	BC12-D	NONE	174
330	3874W	042584	MARION, IN	PIPER	PA-32-260	NONE	122

File Order Listing - Issue No. 2, 1983

File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
331	83BJ	042684	LAMBERTVILLE, MI	WILLIAM FREE	GLASAIR	NONE	164
332	6737W	042584	GENDA CITY, WI	PIPER	PA-28-140	SERIOUS	378
333	7972N	032984	SEASIDE, OR	CESSNA	T210N	NONE	268
334	1092L	041484	KENT, WA	HUGHES	369D	MINOR	362
335	734JW	041384	HARRISBURG, OR	CESSNA	172N	NONE	270
336	6002D	042584	DAVENPORT, WA	PIPER	PA-22-150	NONE	368
338	56255	022784	MORRILTON, AR	PIPER	PA-28-140	NONE	24
339	6210U	021084	ANGEL FIRE, NM	MOONEY	M2OC	NONE	216
340	9026T	032284	SAWYER, ND	LEE M. BROWN	TATERBUG S	NONE	200
341	9382Q	012384	FT.MYERS, FL	BEECH	58	NONE	62
342	28951	041684	ROCKFORD, WA	PZL PROMADER	PZL-M-18	MINOR	366
343	3893U	021884	LAKE CITY, CO	BELL	206L-3	MINOR	54
344	314X	010484	FORTUNA, ND	MAULE	M-5-210C	NONE	198
345	1264W	021884	TOWNSEND, MT	WEATHERLY	201B	NONE	186
346	8984P	021284	CRESTED BUTTE, CO	PIPER	PA-24-260	MINOR	52
347	5317V	011284	SAN JUAN, PR	HILLER	UH-12C	FATAL	282
348	4096B	020184	SANTA FE, NM	BELLANCA	17-30A	NONE	212
349	5759M	011384	VENCIE, LA	BELL	206L-1	NONE	140
350	2832F	031384	MINDEN, NE	CESSNA	182ป	NONE	202
351	4972H	022684	MANHATTAN, IL	CESSNA	152-II	FATAL	104
352	7575W	050584	LA PORTE, IN	PIPER	PA-28-180	NONE	124
353	57665	011584	DAVIDSON, OK	BELLANCA	8KCAB	FATAL	250
354	260RA	032184	JOLIET, IL	CESSNA	421C	NONE	108
355	7594K	040584	BARNARD, SD	PIPER	PA-18	NONE	294
356	8624W	050884	TOUCHET, WA	PIPER	PA-28-235	NONE	372

File Order Listing - Issue No. 2, 1983

File Number	Aircraft Regist.	Date	Location	Aircr Make	raft Model	Injury Index	Page
357	7406B	012784	WALL, SD	CHAMPION	7EC	NONE	292
			·		PA-22-135	NONE	386
358	3553A	020384	DIXON, WY	PIPER			
359	6070D	021584	ATLANTA, GA	PIPER	PA-60	NONE	78
360	5046N	030484	FT. EUSTIS, VA	CITABRIA	S-150	NONE	350
361	402EX	020284	COVINGTON, KY	CESSNA	404	NONE	132
362	6870X	031984	FLEMINGBURG, KY	CESSNA	172	NONE	134
363	141RG	042784	CENTRE, AL	MOONEY	21	NONE	16
364	84809	032184	PARCHMAN, MS	CESSNA	172	NONE	182
365	44386	010184	SOUTHWICK, MA	PIPER	PA-28-151	MINOR	150
366	4450N	040884	MOUNT VERNON, WA	SCHWEIZER	SGS1-26C	NONE	360
367	8813J	043084	SPANGLE, WA	EAGLE	DW-1	NONE	370
368	3731V	012084	LOWVILLE, NY	CESSNA	150M	NONE	232
369	94222	050684	TRAVERSE CITY, MI	CESSNA	152	NONE	166
370	1233M	042884	CINNCINATI, OH	CESSNA	182P	NONE	242
372	7856	041984	HUGER, SC	GRUMMAN	G164A	NONE	288
373	733KM	040484	WINNSBORO, SC	CESSNA	172N	NONE	286
374	8415X	040384	WOODBRIDGE, VA	ROBINSON	R22A	NONE	352
375	6112N	050884	RICHMOND, KS	BEECH	BE23	NONE	130
376	6293P	033184	OSAGE CITY, KS	PIPER	PA24-250	NONE	128
377	4463L	060184	LANSING, MI	LEBLANC	DRAGON FLY	NONE	168
378	94702	051284	MCARTHUR, OH	CESSNA	152	NONE	244
379	50022	050584	BOYD, MN	CESSNA	150H	MINOR	178
380	4443M	052084	KENNESAW, GA	CONDOR	III	NONE	88
381	6392T	041284	EMPORIUM, PA	BLISS CORBIN	BABY ACE C	MINOR	280
382	81753	011184	ALBUQUERQUE, NM	PIPER	PA-32R-301	NONE	210

File Order Listing - Issue No. 2, 1983

File	Aircraft			Aircr	aft	Injury	
Number	Regist.	Date	Location	Make 	Model	Index	Page
383	3138W	050484	LEE'S SUMMIT, MO	BEECHCRAFT	V35B	NONE	180
384	633B	021784	ALMA, OR	AEROSPATIALL	AS-341G	NONE	264
385	3274Q	033084	LOS LUNAS, NM	GULFSTREAM	500 COMMAN	SERIOUS	224
386	4FN	041384	MONTICELLO, UT	PIPER	PA-28-140	NONE	344
387	6479N	021784	DUCHESNE, UT	CESSNA	T-210	NONE	336
388	6320X	031884	OLATHE, KS	CESSNA	340	NONE	126
389	9996H	031984	LINCOLN, NE	CESSNA	182	NONE	206
390	2128P	032584	OELWEIN, IA	PIPER	PA-23-150	NONE	90
391	48373	051784	CRAIGMONT, ID	GRUMMAN	G-164	NONE	98
392	6807M	051484	SOLDOTNA, AK	STINSON	108-3	SERIOUS	10
393	47583	042684	PALMYRA, WI	TAYLORCRAFT	DCO-65	MINOR	380
394	222HC	031784	NORTH PLATTE, NE	BEECHCRAFT	A36TC	NONE	204
395	86706	010684	MONSON, ME	BELLANCA	7ECA	NONE	156
396	26404	042884	CUDAHY, WI	GRUMMAN	AA5A	MINOR	382
397	62164	041084	CINCINNATI, OH	CESSNA	172P	MINOR	238
398	56738	040884	LAFAYETTE, IN	PIPER	PA-28R-200	NONE	118
399	9617J	030484	ELMIRA, NY	PIPER	PA-28-180	MINOR	234
400	3714C	022084	TETERBORO, NJ	CESSNA	182RG	NONE	208

6	

## AIRCRAFT ACCIDENT REPORTS

## BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 2 OF 1984 ACCIDENTS

Basic Information Type Operating Certificate-NONE (GEN							
Type Operating Certificate-NONE (GEN			_				
	IERAL AVIATION)	Aircraft				uries	
		SUBSTANT	<del>-</del>	Fatal			None
Type of Operation -PERSONAL		Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pas	s 0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CHAMPION 7EC			INENTAL G-90-12		T Installed		
Landing Gear - TAILWHEEL-ALL FIXED		· · · · · · · · · · · · · · · · ·			all Warning	g System -	NO
Max Gross Wt '- 1450			PROCATING-CARBU	RETOR			
No. of Seats - 2	Rated Pov	/er -	95 HP				
Environment/Operations Information							
Weather Data	Itinerary			Airpor	t Proximity	/	
Wx Briefing - NO RECORD OF BRIEF	ING Last Depar	ture Point		ON A	IRPORT		
Method - N/A	CHUGIAK,	AK					
Completeness - N/A	Destination	า		Airport	Data		
Basic Weather - VMC	SAME AS	ACC/INC		MERR	ILL FILED		
Wind Dir/Speed- CALM				Runwa	ay Ident	- 33	
Visibility - 60.0 SM	ATC/Airspace	<u> </u>		Runwa	ay Lth/Wid	- 2469/	60
Lowest Sky/Clouds - CLEAR	Type of F1	ight Plan -	NONE	Runwa	ay Surface	- ASPHALT	
Lowest Ceiling - NONE	Type of Cl	earance -	VFR	Runwa	ay Status	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg -	TRAFFIC PATTERN				
Precipitation - NONE			FULL STOP				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 25	М	edical Certific	ate - VAL	ID MEDICAL-	NO WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fli	ght Time	(Hours)		
PRIVATE	Current	- YES	Total -	79	Last	24 Hrs -	1
SE LAND	Months Since Aircraft Typ	e - 2	Make/Mode1-	14	Last	30 Days-	1
	Aircraft Typ	e - UNK/NR	Instrument-	1	Last	90 Days-	1
Instrument Rating(s) - UNK/NR							
Narrative ACFT SWERVED AND COLLIDED WITH A SNOWE RIGHT LANDING GEAR COLLAPSED.	ANK DURING LANDING.	THE WIND WAS	CALM AND THE R	WY DRY. A	TER THE CO	DLLISION	

File No. - 224 3/12/84 ANCHORAGE, AK A/C Reg. No. N4374C Time (Lcl) - 1805 AST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 5. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - SNOWBANK 7. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

 $is/are\ finding(s)\ 1,2,3,4,5$ 

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

-Basic Information Type Operating Certificate-NONE (G	ENEDAL AVIATION)	Aircraft Damage			Injur	ios	
Type operating certificate-None (	ENERAL AVIATION)	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONA		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR		NONE	Pass	0	Ο.	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 180H	Eng Make/Mo	del - CONT MOTOR O	-470-R	ELT 1	installed/A	ctivated	- YES-U
Landing Gear - TAILWHEEL-ALL FIXE					all Warnin	g System	- NO
Max Gross Wt - 2800		- RECIPROCATING	G-CARBURE	UR			
No. of Seats - 6	Rated Power	- 230 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRI				OFF AIR	RPORT/STRIP		
Method - N/A Completeness - N/A	PORT ALSWO Destination	RIH, AK	,	Airport Da	+-		
Basic Weather - VMC	SAME AS AC	C/INC		inport be	···		
Wind Dir/Speed- 360/006 KTS	JAME AS AS	o, 1140		Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid -	1800/	25
Lowest Sky/Clouds - CLEAR		ht Plan - VFR			Surface -		
Lowest Ceiling - NONE		rance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	dg - TRAFFIC I					
Precipitation - NONE		FULL STO	Р				
Condition of Light - DAYLIGHT							
Personnel Information		W			MEDICAL WA	TVEDC // TN	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 61			t Time (Ho	MEDICAL-WA	IVERS/LIM	111
PRIVATE	Biennial Flight Re <sup>e</sup> Current	- YFS Total	- 2			Hrs -	3
SE LAND, SE SEA	Months Since	- 21 Make/I	Mode1-	308	Last 30	Days- UN	IK/NR
	Aircraft Type	- UNK/NR Instr	ument-	2	Last 90	Days-	8
Instrument Rating(s) - NONE	•						
Narrative	AGET STRUCK SMALL SERVICE	- TDEEC DUDING ! **	DING 115 (	TATED TU	T THE ACET	TOUGUED	
PLT STATED THAT THE LEFT WING OF THE N "OFF BALANCE AND POINTED AT TWO PAR							
N "OFF BALANCE AND POINTED AT TWO PAR SE TREE.	NED PLANES." HE APPLIED	POWER FLEW OVER IN	E PARKEU A	ACEL BOLL	COLD NOT A	AOID W	

File No. - 268 3/17/84 Time (Lc1) - 1620 MST SOLDOTNA, AK A/C Reg. No. N9762G

Occurrence #1 UNDERSHOOT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

- 2. PROPER DESCENT RATE MISJUDGED PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE PILOT IN COMMAND
- 4. GO-AROUND DELAYED PILOT IN COMMAND
- 5. PROPER TOUCHDOWN POINT NOT ATTAINED PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - TREE(S)

----Probable Cause----

- 7. FLARE MISJUDGED PILOT IN COMMAND
- 8. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2,3,4,5,7,8$ 

Factor(s) relating to this accident is/are finding(s) 1.6

File No 201 4/11/84 BETTL	ES,AK		No. N7527F			- 1142 AS	
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dar				uries	
Type of Operation -PERSONAL		SUBSTANTIAL		Fatal O	Serious O	Minor O	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	-	0	0	1
Accident Occurred During -LANDING		NONE	1 435		Ü	Ŭ	,
ircraft Information							
Make/Model - CHAMPION 7GCBC		/Model - LYCOMI	NG 0-320-A			I/Activated	
Landing Gear - SKI		ngines - 1	OCATING CARRIE		tali Warr	ing System	n - YES
Max Gross Wt - 1650 No. of Seats - 2	Rated Po	ype - RECIPRO wer - 150		EIUR			
nvironment/Operations Information							
leather Data	Itinerary			Airport	Proximity	•	
W× Briefing - NO RECORD OF BRIEFING		rture Point		ON AIR	PORT		
Method - N/A	FAIRBAN						
Completeness - N/A	Destinatio			Airport D			
Basic Weather - VMC Wind Dir/Speed- 310/007 KTS	BETTLES	, AK		BETTLE	S Ident	- 01	
Visibility - 50.0 SM	ATC/Airspac	-0				- 5200/	150
Lowest Sky/Clouds - CLEAR		light Plan - NOM	JF			- GRAVEL	.00
Lowest Ceiling - NONE		learance - NON				- SNOW -	DRY
Obstructions to Vision- NONE	Type Apch	/Lndg - FUl	L STOP				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
ersonnel Information Pilot-In-Command	Age - 35	Medi	cal Certifica	te - VALID	MEDICAL-	NO WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			ht Time (H			•
COMMERCIAL	Current	~ YES	Total -	2515	Last	24 Hrs -	2
SE LAND, ME LAND, SE SEA	Months Sinc		Make/Model-			30 Days-	10
	Aircraft Ty		Instrument- Multi-Eng -	90 15	Last	90 Days-	20
Instrument Rating(s) - AIRPLANE							
langetive							
arrative CFT GROUNDLOOPED DURING LANDING. THE PLT	SAID HE LOST CO	NITONI NE THE ACE	T DUDING THE	SWEDVE ON	F OF THE	GEAR LEGS	
D AND THE ACFT SKIDDED ON THE FUSELAGE.	SAID HE EUST CO	NINGE OF THE ACT	. DURING INC	SWERVE ON	L OF THE	GLAN ELGS	
I THE THE HOLL SHIPPED ON THE TOOLEAGE.							

File No. - 201 4/11/84 BETTLES,AK A/C Reg. No. N7527F Time (Lc1) - 1142 AST

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

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

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

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION)	Aircraft Damage			Injur	ries	
Type operating out throats none (achtema	L AVIATION)	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -INSTRUCTIONA	L	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 152		Model - LYCOMING 0-2:			installed/A		
Landing Gear - TRICYCLE-FIXED					all Warnir	ng System	- YES
Max Gross Wt - 1670		pe - RECIPROCATING	G-CARBURET	OR			
No. of Seats - 2	Rated Pow	ver - 110 HP					
Environment/Operations Information							
Weather Data	Itinerary	Laure Bullet		Airport F			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A		ture Point		ON AIRF	יטאיו		
Completeness - N/A	SAME AS Destination		٨	irport Da	+-		
Basic Weather - VMC	SAME AS		A	BIRCHWO			
Wind Dir/Speed- CALM	JAME AS	A00/1140				01	
Visibility - 90.0 SM	ATC/Airspace	<b>!</b>			Lth/Wid -		80
Lowest Sky/Clouds - CLEAR		ight Plan - NONE			Surface -		
Lowest Ceiling - NONE		earance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type <b>Apc</b> h/	Lndg - FULL STOP	•				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 33	Madiaal Co	ntificata	- VALTD	MEDICAL-NO	WATVEDC/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			Time (Ho		WAIVERS	CIMII
STUDENT	Current		-		•	Hrs -	2
	Months Since		/lode1-		Last 30		
	Aircraft Typ		ument-				. З
Instrument Rating(s) - NONE							
Januari							
Narrative	I EIDET BOUNCE	TO A CONCIDENABLE ALS	TITUDE NO	CE 0VED *	ND CONTACT	THE	
STUDENT PLT WAS OBSERVED TO LAND NOSE WHEI AY ON THE NOSE WHEEL.	EL FIRST, BUUNCE	IO A CONSTDERABLE AL	TIUDE, NO	SE UVER A	IND CONTACT	וחב	

File No. - 269 5/09/84 CHUGIAK,AK A/C Reg. No. N93952 Time (Lc1) - 1000 ADT

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

- 1. FLARE MISJUDGED PILOT IN COMMAND
- 2. IMPROPER USE OF PROCEDURE, TOTAL PILOT IN COMMAND
- 3. FLIGHT CONTROLS IMPROPER USE OF PILOT IN COMMAND
- 4. AIRSPEED NOT MAINTAINED PILOT IN COMMAND
- 5. RECOVERY FROM BOUNCED LANDING IMPROPER PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

File No 392 5/14/84 SOLDO	OTNA,AK A/C R	eg. No. N6807M	T	ime (Lc1)	- 1800 AD	r 
-Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraf	t Damage		Ini	uries	
	SUBSTA		Fatal	Serious		None
Type of Operation -BUSINESS	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -CRUISE						
Aircraft Information	•					
Make/Model - STINSON 108-3	Eng Make/Model - FR	ANKLIN 6A4-150-133	ELT		/Activated	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			itall Warn	ing System	- YES
Max Gross Wt - 2400	Engine Type - RE		ETOR			
No. of Seats - 4	Rated Power -	150 HP				
-Environment/Operations Information				_		
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			UNK/NR			
Method - N/A	HOMER, AK		A			
Completeness - N/A Basic Weather - VMC	Destination SOLDOTNA.AK		Airport D	ата		
Wind Dir/Speed- VARIABLE	SULDUTNA, AK		Dunway	Ident	- N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance			Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 40	Medical Certifica			NO WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	nt Time (F			_
PRIVATE	Current - YES Months Since - 1	Total - Make/Model-	200	Last	24 Hrs -	2
SE LAND	Months Since - 1	Make/Mode:- Instrument-	1/2	Last	30 Days-	10
	Aircraft Type - UNK/NR	instrument-	3	Last	ao Days-	23
Tradesign Parks ( )						
Instrument Rating(s) - NONE						
-Narrative						
ACFT WAS ESTABLISHED IN NORMAL CRUISE WHE						
ACFT MADE A FORCED LANDING AND COLLIDED W	VITH TREES. POST ACCIDENT EX	AMINATION REVEALED	WATER IN	THE FUEL	TANKS	
INES.						

File No 3	392 5/14/84	SOLDOTNA,AK	A/C Reg. No. N6807M	Time (Lc1) - 1800 ADT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL		
3. FUEL SYSTEM, LIN	NNING/PREPARATION IE – WATER	- NOT PERFORMED - PIL		
Occurrence #2 Phase of Operation	FORCED LANDING CRUISE - NORMAL			
Occurrence #3 Phase of Operation				
Finding(s) 4. OBJECT - TREE(S				
Occurrence #4 Phase of Operation		ROLLED		
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that th	e Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is,	/are finding(s) 4		

File No	270 5	/26/84	WASILLA,	ĸ	A/C Reg. No. I	N7663H	т	ime (Lc1)	- 1830 AD	Т
-Basic Informati Type Operatin		te-NONE	(GENERAL A	'IATION) A	ircraft Damage			Inju	ries	
	-				SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Opera	tion	-PERSO	NAL	·	ire	Crew		0	0	1
Flight Conduc					NONE	Pass	0	0	0	1
Accident Occu	rred During	-LANDI	NG 							
-Aircraft Inform	ation									
Make/Mode1					1 - LYCOMING O					
Landing Gear		L-ALL FI	XED	Number Engine				tall Warni	ng System	- YES
Max Gross Wt					- RECIPROCAT	ING-CARBURE	TOR			
No. of Seats	- 2			Rated Power	- 100 HP					
-Environment/Ope	rations Inf	ormation								
Weather Data				Itinerary				Proximity		
W× Briefing		ORD OF B	RIEFING	Last Departure	Point		UNK/NR			
Method	- N/A			WASILLA,AK						
Completenes	•			Destination			Airport D	ata		
Basic Weather				SAME AS ACC/	INC					
	eed- CALMAB								- N/A	
	- 40.0			ATC/Airspace				Lth/Wid		
	Clouds -			Type of Filight				Surface	· .	
Lowest Ceil				Type of Cleara			Runway	Status	- N/A	
	s to Vision			Type Apch/Lndg	- FORCED	LANDING				
Precipitati	on	- NONE	+							
Condition o	f Light	- DAYLIG	HT 							
-Personnel Infor										
Pilot-In-Comma			Age	24	Medical	Certificat			D WAIVERS,	/LIMIT
Certificate(	s)/Rating(s	)	Bi€	nnial Flight Revi	ew	Fligh	it Time (H			
PRIVATE				Current -		al -				1
SE LAND							120	Last 3	Days-	1
				Aircraft Type -	UNK/NR Ins	trument-	O	Last 9	o Days-	3
Instrumen	t Rating(s)	- NONE								
-Narrative	DUDING 6 T			THE ENGINE 1 227	DOLLED THE 51 T	CATD TILET	THE ENGIN	E	UE TO	
				THE ENGINE LOST			THE ENGIN	E FAILED D	DE 10	
BURETUR ICING. E	XAMINATION (	JE THE E	NG REVEALED	NO MECHANICAL FA	TLURE OR MALFU	NCTION.				

File No. - 270 5/26/84 WASILLA, AK A/C Reg. No. N7663H Time (Lc1) - 1830 ADT Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM, CARBURETOR - ICE 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 4. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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

File No	227	2/15/84	ALBERT\	/ILLE,AL	A/C R	eg. No. N64	18B	T	ime (Lcl	) -	1600 CST	
·Basic Informat Type Operati		ate-NONF	(GENFRAI	AVIATION)	Aircraf	Damage			In	juri	es	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			( GENENAL	X 1 2 X 1 2 G 1 1 7	SUBSTA			Fatal	Seriou		Minor	None
Type of Oper	ation	-INSTR	UCTIONAL		Fire		Crew	0	0		0	1
Flight Condu	cted Under	-14 CF	R 91		NONE		Pass	0	0		0	0
Accident Occ	urred Durin	g -LANDI	NG									
Aircraft Infor												
Make/Model	- CESSNA				e/Model - LY		5					
Landing Gear		E-FIXED			Engines - 1				tall War	ning	System	- YES
Max Gross Wt					Type - RE		-CARBURE	TOR				
No. of Seats	_ 2			Rated P	ower -	110 HP						
Environment/Op	erations In	formation	1									
Weather Data				Itinerary				Airport		У		
Wx Briefing		CORD OF B	RIEFING		arture Point			ON AIR	PORT			
Method	- N/A				S ACC/INC							
Completene				Destinati				Airport D				
Basic Weathe				SAME A	S ACC/INC			ALBERT				
	peed- UNK/N			- 4-					Ident	-		
	- UNK/N			ATC/Airspa					Lth/Wid			80
	/Clouds -				Flight Plan			Runway	Surface			
Lowest Cei		- NONE			Clearance			Runway	Status	-	DRY	
	ns to Visio			Type Apc	h/Lndg							
Precipitat		- NONE				TOUCH AND	GO					
Condition	of Light	DAYLIG	iH I 									
Personnel Info Pilot-In-Comm				~~ 20		Medical Ce		- VALTO	MEDICAL	NO.	WATVEDS /	LIMIT
Certificate		- )		ge - 39 Siennial Fligh	+ Doutou	Medical cei		e - VALID nt Time (H		-140	WAIVERS/	CIMII
STUDENT	(S)/Rating(	<b>&gt;</b> )		Current	- N/A	Total		26	•	24	Hrs -	1
STODENT				Months Sin		Make/Mo		26	_		Davs-	2
				Aircraft T			ment-			-	Days-	6
				ATTOTATE	ype N/A	This crui	nerrc		Last	30 (	Days	J
Instrume	nt Rating(s	) - UNK/	NR									
M	İ											
Narrative ACFT RAN OFF T	HE LEET SID	OF THE	RWY DIIRTA	IG LANDING AND	NOSED OVER	THE STUDEN	T PIT SA	ID HE WAS	PRACTIC	ING '	TOUCH	
GO LANDINGS SO					HOSED OVER.	THE STODEN	, , , , ,	IL HAS		.,•0	. 555.1	

File No. - 227 2/15/84 ALBERTVILLE, AL Time (Lc1) - 1600 CST A/C Reg. No. N6418B Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND 4. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4 Factor(s) relating to this accident is/are finding(s) 5

File No 363 4/27/84 CEN	TRE,AL A/C Reg.	No. N141RG	Time (Lc1) - 2300 CS	ST
Type Operation Passic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE - N	SUBSTANTI Fire NONE	AL Fat Crew	Injuries tal Serious Minor O O O O O	None 1 0
Aircraft Information Make/Model - MOONEY 21 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2575 No. of Seats - 4	Eng Make/Model - LYCOM Number Engines - 1 Engine Type - RECIP Rated Power - 20		ELT Installed/Activated Stall Warning System	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/010 KTS Visibility - 12.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 4500 FT BR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	ROME,GA Destination GADSDEN,AL  ATC/Airspace Type of Flight Plan - N OKEN Type of Clearance - N Type Apch/Lndg - N	OF Airpo CE Ru Ru IONE Ru IONE RU	port Proximity F AIRPORT/STRIP Ort Data ENTRE Inway Ident - 27 Inway Lth/Wid - 3400 Inway Surface - ASPHALT Inway Status - DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND  Instrument Rating(s) - AIRPLANENarrative WHILE IN CRUISE FLT THE ENGINE FAILED. THE	Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Flight Tim Total - 1150 Make/Model- 300 Instrument- UNK/NR Multi-Eng - UNK/NR	Last 24 Hrs - U Last 30 Days- U Last 90 Days- U Rotorcraft - U	INK/NR INK/NR INK/NR

File No. - 363 4/27/84 CENTRE, AL A/C Reg. No. N141RG Time (Lc1) - 2300 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,3

File No 276 5/03/84 BOAZ,	AL A/C Re	g. No. N93151	Ti	me (Lc1) -	1850 CDT	
Basic Information						
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies	
	SUBSTAN	ΓIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAXI						
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - LYC	MING 0-235-L2C	ELT 1	nstalled/A	ctivated -	YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		St	all Warnin	g System -	YES
Max Gross Wt - 1670	Engine Type - REC	PROCATING-CARBUR	ETOR		•	
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport F	roximity		
Wx Briefing - NO RECORD OF BRIEFING				PORT/STRIP		
Method - N/A	ALBERTVILLE, AL					
Completeness - N/A	Destination		Airport Da	ta		
Basic Weather - VMC	SAME AS ACC/INC		рол с ос			
Wind Dir/Speed- 270/005 KTS	5.tine 7.5 7.557 21.65		Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -	.,	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE	,	Surface ~	•	
Lowest Ceiling - NONE	Type of Clearance -				DRY	
Obstructions to Vision- NONE	· · · · · · · · · · · · · · · · · · ·	NONE	Kariway	5 (4 (45	DK 1	
Precipitation - NONE	Type Apony Enag	110112				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 48	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LIMI	Т
Certificate(s)/Rating(s)	Biennial Flight Review	Flia	ht Time (Ho	urs)		
COMMERCIAL	Current - YES	Total -	413	Last 24	Hrs -	1
SE LAND, ME LAND	Months Since - 12	Make/Model-	186	Last 30	Days- UNK	/NR
	Aircraft Type - UNK/NR	Instrument-	60		Davs-	
	, , , , , , , , , , , , , , , , , , ,		15			
Instrument Rating(s) - AIRPLANE						
Narrative						
ACFT COLLIDED WITH A TRAFFIC SIGN WHILE T	AVIING FOR TAKEDEE ON A LITCH	IAV THE BIT CATE	HE WAS AUT	ATH EINDED	" EOD A	
IN AND HAD THE COOPERATION OF THE POLICE.						
FLT.	THE OWNER OF THE ACET SAID	TIE FET WAS NUT AT	JIIIUKIZED I	U USE IME	ACFI FUR	
rui.						

File No. - 276 5/03/84 BOAZ,AL A/C Reg. No. N93151 Time (Lc1) - 1850 CDT

Occurrence

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - UTILITY POLE(MARKED)

- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. JUDGEMENT POOR PILOT IN COMMAND
- 4. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- 5. STOLEN AIRCRAFT/UNAUTHORIZED USE IMPROPER PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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

Type of Opera Flight Conduc Accident Occu	ng Certificate-NONE ation -PERS cted Under -14 ( urred During -LANU	SONAL CFR 91 DING	ON) Aircraf SUBSTA Fire NONE	ft Damage NNTIAL Cre Pas	-	Inju Serious O O	ries Minor O	None 1
Type of Opera Flight Conduct Accident Occu	ation -PERS sted Under -14 ( urred During -LANU 	SONAL CFR 91 DING	SUBSTA Fire	ANTIAL Cre	w O	Serious O	Minor O	1
Flight Conduct Accident Occu	cted Under -14 ( urred During -LANU  nation - MOONEY MK20B	CFR 91 DING			-		0	1
Accident Occu 	urred During -LAND  nation - MOONEY MK20B	)ING 	NONE	Pas	s 0	0	0	^
-Aircraft Inform Make/Model Landing Gear	nation - MOONEY MK20B							U
Make/Model Landing Gear	- MOONEY MK20B							
Landing Gear								
	- TDTCVCLE-DETDAG		Eng Make/Model - LY	COMING 0-360-A1D	ELT	Installed/	Activate	d - YES/N
Max Gross Wit		CTABLE	Number Engines - 1	l	•	Stall Warni		
	- 2450		Engine Type - RE		RETOR			
No. of Seats	- 4		Rated Power -	180 HP				
-Environment/Ope	erations Informatio	on						
Weather Data			nerary		Airport	Proximity		
W× Briefing	- NO RECORD OF	BRIEFING L	ast Departure Point	:	ON AIR	₹PORT		
Method	- N/A		POCAHONTAS, AR					
Completenes	ss - N/A	De	stination		Airport [	)ata		
Basic Weather			SAME AS ACC/INC		POCAH	INTAS		
	eed- 180/010 KTS				Runway	y Ident	- 35	
	- 15.0 SM		/Airspace			/ Lth/Wid		
			ype of Flight Plan		Runway	y Surface		
Lowest Ceil			ype of Clearance		Runway	y Status	- UNK/NR	
	ns to Vision- NONE	Т	ype Apch/Lndg	- UNK/NR				
Precipitati								
Condition	of Light - DAYLI	:GHT						
-Personnel Infor								
Pilot-In-Comma		Age -		Medical Certific			D WAIVER	S/LIMIT
	s)/Rating(s)		1 Flight Review		ght Time (H	lours)		
STUDENT			rent - N/A	Total -	87	Last 2	4 Hrs -	UNK/NR
			ths Since - N/A	Make/Model-	87	Last 3	O Days-	UNK/NR
		Air	craft Type - N/A	Instrument-	0	Last 24 Last 30 Last 90	O Days-	33
Instrumer 	nt Rating(s) - NON	/E ·						
-Narrative								
			LT REPORTED THAT TH					
		IDING ROLL. THE P	LT INDICATED THAT H	IE THOUGHT THE GEA	R HANDLE WA	S POSITIVE	LY IN	
DOWN LOCK POSIT	ION.							

File No. - 265 2/15/84 POCAHONTAS,AR A/C Reg. No. N74515 Time (Lc1) - 1730 CST

Occurrence COMPLETE GEAR COLLAPSED 
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, GEAR LEVER - UNLOCKED

2. GEAR DOWN AND LOCKED - INACCURATE - PILOT IN COMMAND

----Probable Cause----

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

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

SUBSTANTIAL Fatal Serious Minor Type of Operation - BUSINESS Fire Crew 0 0 0 0 Accident Occurred During -LANDING  Aircraft Information Make/Model - CSSNA 172	Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Dam	nane		Injur	ies	
Type of Operation -BUSINESS Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -LANDING  -Aircraft Information Make/Model - CSSNA 172 Eng Make/Model - CONTINENTAL 0-300 ELT Installed/Activated Number Engines - 1 Stall Warning System - Make/Model - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Make/Model - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Make/Model - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Make/Model - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Make/Model - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Make/Model - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Make/Model - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Make/Model - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Make/Model - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Make/Model - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Make/Model - CONTINENTAL 0-300 ELT Installed/Activated Number Engines - 1 Stall Warning System - Make/Model - CONTINENTAL 0-300 ELT Installed/Activated Number Engines - 1 Stall Warning System - Make/Model - CONTINENTAL 0-300 ELT Installed/Activated Number Engines - 1 Stall Warning System - Make/Model - CONTINENTAL 0-300 ELT Installed/Activated Number Engines - 1 Stall Warning System - Make/Model - CONTINENTAL 0-300 ELT Installed/Activated Number Engines - 1 Stall Warning System - Make/Model - CONTINENTAL 0-300 ELT Installed/Activated Number Engines - 1 Stall Warning System - Make/Model - CONTINENTAL 0-300 ELT Installed/Activated Number Engines - 1 Stall Warning System - Make/Model - CONTINENTAL 0-300 ELT Installed/Activated Number Engines - 1 Stall Warning System - Maked Day Number Engines - 1 Stall Warning System - Maked Day Number Engines - 1 Stall Warning System - Maked Day Number Engines - 1 Stall Warning System - Maked Day Number Engines - 1 Stall Warning System - Maked Day Number Engines - 1 Stall Warning System - Maked Day Number Engines - 1	Type operating our trivate none (denema	AVIA110N)		•	Fatal			None
Accident Occurred During -LANDING  Accident Occurred During -CSSNA 172	Type of Operation -BUSINESS				, 0	0	0	1
Aircraft Information  Make/Model - CSNA 172			NONE	Pass	. 0	0	0	0
Make/Model Landing Gear TRICYCLE-FIXED Number Engines - 1 Stall Warning System Maxe Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 145 HP  Environment/Operations Information Weather Data Wx Briefing Activated - N/A Completeness - N/A Destination Mountain VIEW, AR Milcox MUNICIPAL Mind Dir/Speed - 130/006 KTS Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 3519/ Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP  Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/Light Review Flight Time (Hours)	Accident Occurred During -LANDING							
Landing Gear								
Max Gross Wt - 2300 No. of Seats - 4  Engine Type - RECIPROCATING-CARBURETOR Rated Power - 145 HP  Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Completeness - N/A Destination Basic Weather - VMC Wind Dir/Speed- 130/006 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Destination ATC/Airspace Runway Ident - 27 Runway Surface - ASPHALT Type of Flight Plan - NONE Runway Surface - ASPHALT Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/I								
No. of Seats - 4  Rated Power - 145 HP  Environment/Operations Information Weather Data  Wx Briefing Method N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/006 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s)  Ringare - 145 HP  Airport Proximity OFF AIRPORT/STRIP Airport Data Airport Data Airport Data WilcOX MUNICIPAL Runway Ident - 27 Runway Ident - 27 Runway Status - 27 Runway Surface - ASPHALT Runway Status - DRY  Medical Certificate - VALID MEDICAL-NO WAIVERS/I						tall Warnin	g System	- YES
Environment/Operations Information Weather Data  We Briefing WK Briefing Wethod Wind Dir/Speed- 130/006 KTS Visibility Lowest Sky/Clouds - CLEAR Lowest Ceiling Destination Personnel Information Pilot-In-Command Certificate(S)/Rating(S)  Weather Data  Itinerary Last Departure Point Deft Alger Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT					ETOR			
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Nethod - N/A LITTLE ROCK, AR  Completeness - N/A Destination Airport Data  Basic Weather - VMC MUNTAIN VIEW, AR WILCOX MUNICIPAL  Wind Dir/Speed- 130/006 KTS Runway Ident - 27  Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 3519/  Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT  Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY  Obstructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN  Precipitation - NONE FULL STOP  Condition of Light - DAYLIGHT  -Personnel Information  Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/L	No. or Seats - 4	Rated Power	- 145	HP 				
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Nethod - N/A LITTLE ROCK, AR  Completeness - N/A Destination Airport Data  Basic Weather - VMC MUNTAIN VIEW, AR WILCOX MUNICIPAL  Wind Dir/Speed- 130/006 KTS Runway Ident - 27  Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 3519/  Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT  Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY  Obstructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN  Precipitation - NONE FULL STOP  Condition of Light - DAYLIGHT  -Personnel Information  Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/L			•					
Method - N/A								
Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 130/006 KTS  Visibility - 15.0 SM  Lowest Sky/Clouds - CLEAR  Underst Ceiling - NONE  Obstructions to Vision- NONE  Condition of Light - DAYLIGHT  -Personnel Information  Pilot-In-Command  Certificate(s)/Rating(s)  Destination  MOUNTAIN VIEW,AR  MILCOX MUNICIPAL  Runway Ident - 27  Runway Lth/Wid - 3519/  Runway Surface - ASPHALT  Runway Status - DRY  Type Apch/Lndg - TRAFFIC PATTERN  FULL STOP  Medical Certificate - VALID MEDICAL-NO WAIVERS/L					OFF AI	KPUKI/SIKIP		
Basic Weather - VMC	= = = :		K,AK		Airport D	ata		
Wind Dir/Speed- 130/006 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - 27 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Reprisal Flight Review Flight Time (Hours)			TFW AR					
Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 3519/ Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/L		MOONTAIN	164,71				27	
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT		ATC/Airspace					3519/	50
Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN  Precipitation - NONE FULL STOP  Condition of Light - DAYLIGHT  -Personnel Information  Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/L		Type of Flig	ht Plan - NON	IE	Runway	Surface -	ASPHALT	
Precipitation - NONE FULL STOP  Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/L					Runway	Status -	DRY	
Condition of Light - DAYLIGHT  -Personnel Information  Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/L		Type Apch/Ln						
Personnel Information  Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/L	Precipitation - NONE		FUL	L STOP				
Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/L	Condition of Light - DAYLIGHI							
Certificate(s)/Rating(s) Riennial Flight Review Flight Time (Hours)						MEDICAL NO	WATVERS /	
PRIVATE Current - YES Total - 530 Last 24 Hrs - SE LAND Months Since - 10 Make/Model - 386 Last 30 Days - UNK Aircraft Type - UNK/NR Instrument - 9 Last 90 Days -	Contificate(s)/Pating(s)						WAIVERS/	Ľ IMI I
SE LAND Months Since - 10 Make/Model- 386 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument- 9 Last 90 Days-		Current	- YFS		530	last 24	Hrs -	3
Aircraft Type - UNK/NR Instrument- 9 Last 90 Days-		Months Since	- 10		386	Last 30	Davs- UN	K/NR
	92 27/10 · ·	Aircraft Type	- UNK/NR	Instrument-	9	Last 90	Days-	17
		, , , , , , , , , , , , , , , , , , , ,					•	
Instrument Rating(s) - NONE	Instrument Rating(s) - NONE							
Narrative	Narrative							

File No. - 242 2/21/84 MOUNTAIN VIEW.AR A/C Reg. No. N3826L Time (Lc1) - 1750 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1,5

File No 338 2,	/27/84 MORRILT	ON, AR A/C Re	g. No. N56255	7	ime (Lcl)	- 1030 CS	г
Basic Information Type Operating Certifica	te-ON-DEMAND AIR	TAXI Aircraft	: Damage		Inju	ıries	
		SUBSTAN	ITIAL	Fatal	Serious	Minor	None
Type of Operation	-POSITIONING	Fire	Crev	0	0	0	1
Flight Conducted Under		NONE	Pass	0	0	0	2
Accident Occurred During	-LANDING					. =	
Aircraft Information							
Make/Model - PIPER PA		Eng Make/Model - LYC					
Landing Gear - TRICYCLE	-FIXED	Number Engines - 1			itall Warni	ng System	- YES
Max Gross Wt - 2150		Engine Type - REC		ETOR			
No. of Seats - 4		Rated Power -	150 HP				
Environment/Operations Info	ormation						
Weather Data		Itinerary			Proximity	_	
Wx Briefing - NO RECO	JRD OF BRIEFING	Last Departure Point		OFF Al	RPORT/STRI	P	
Method - N/A		SAME AS ACC/INC					
Completeness - N/A		Destination		Airport [			
Basic Weather - VMC Wind Dir/Speed- 350/014	4 KTS	LITTLE ROCK,AR		PETIT		00	
	4 KIS DO SM	ATC/Airspace			/ Ident / Lth/Wid	- 20	75
		RED Type of Flight Plan -	NONE		Surface		75
	- 2000 FT BROKEN				Status		
Obstructions to Vision		Type Of Creatance  Type Apch/Lndg -		Kurway	Status	<b>**</b> L '	
Precipitation		Type Apcily Elling	TORGED EARDING				
Condition of Light	- DAYLIGHT						
Personnel Information Pilot-In-Command			Medical Certifica	te - VALID	MEDICAL-N	O WAIVERS	/LIMIT
Certificate(s)/Rating(s	) В	iennial Flight Review Current - YES Months Since - 19	Flig	ht Time (F	lours)		
COMMERCIAL, CFI		Current ~ YES	Total -	1090	Last 2	!4 Hrs -	5
SE LAND, ME LAND		Months Since - 19	Make/Mode1-		Last 3		65
		Aircraft Type - UNK/NR	Instrument-	208	Last 9	O Days-	139
Instrument Rating(s)	- AIRPLANE						
Narrative							
Narrative ACFT LOST POWER DURING INIT	TIAL CLIMB AFTER	TAKEOFF AT ABOUT 75 FT AGL	. A FORCED LANDIN	G WAS MADE	IN THE TR	EES. THE	
ACFT LOST POWER DURING INI	CIDENT AND NO FAI	LURES OR MALFUNCTIONS NOTE	D. THE EXISTING T	EMPERATURE	AND DEWPO	INT WERE	

File No. - 338 2/27/84 MORRILTON, AR A/C Reg. No. N56255 Time (Lcl) - 1030 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND 3. FUEL SYSTEM, CARBURETOR - ICE Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN IN FLIGHT COLLISION WITH OBJECT Occurrence #3 Phase of Operation LANDING Finding(s) 4. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

 Basic Information							
Type Operating Certificate-(	ON-DEMAND AIR TAXI		Damage		Injur		
_		SUBSTA		Fatal			None
	INSTRUCTIONAL	Fire	Crev	-	0	1	0
Flight Conducted Under Accident Occurred During		NONE	Pass	s 0	0	0	0
Aircraft Information							
Make/Model - BEECH BE23		Eng Make/Model - LY	OMINO D-360-AAV	ELT	Inctalled/A	otivated	- VEC/N
Landing Gear - TRICYCLE-FI)	VED	Number Engines - 1	UMING U-360-A4K		tall Warnin		
Max Gross Wt - 2450	NED .	Engine Type - RE	TDDOCATING-CADRUE		tari wariiii	g system	- 163
No. of Seats - 4		J.	180 HP	CLION			
Environment/Operations Informa	 ation						
Weather Data		tinerary		Airport	Proximity		
		Last Departure Point		UNK/NR			
Method - N/A		LITTLE ROCK, AR		,			
Completeness - N/A	ŗ	Destination		Airport D	ata		
Basic Weather - VMC		LOCAL		·			
Wind Dir/Speed- 290/012 Ki						UNK/NR	
Visibility - 15.0 S		TC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 25					Surface ~		
Lowest Ceiling - NO		Type of Clearance		Runway	Status -	UNK/NR	
Obstructions to Vision- NO		Type Apch/Lndg	FORCED LANDING				
Precipitation - NO							
Condition of Light - DA	AYLIGHT						
Personnel Information						/	
Pilot-In-Command	Age -	36	Medical Certifica			WAIVERS/	LIMIT
	Bienn	ial Flight Review urrent - YES	Total -	tht Time (H		Hrs -	_
Certificate(s)/Rating(s)	CI	arrent - 452	iotai -				2  / ND
PRIVATE	NA.	onthe Cimes O			Last 30		63
	Мо	onths Since - 3				Dave -	
PRIVATE	Мо	onths Since - 3 ircraft Type - UNK/NR				Days-	03
PRIVATE SE LAND	Mo A					Days-	63
PRIVATE	Mo A					Days-	
PRIVATE SE LAND Instrument Rating(s) -	Mo A					Days-	
PRIVATE SE LAND	NONE	ircraft Type - UNK/NR	Instrument-	3	Last 90		
PRIVATE SE LAND  Instrument Rating(s) -	NONE  G A FORCED LANDING	ircraft Type - UNK/NR	Instrument-	3  .FTER THE A	Last 90	 WED	
PRIVATE SE LAND  Instrument Rating(s)	NONEG A FORCED LANDING RIGHT TANK AND ABO	ircraft Type - UNK/NR EXAMINATION OF THE A	Instrument-	3 FTER THE A	Last 90  CCIDENT SHO RATED THE E	 WED NTIRE FLT	

4/12/84 LITTLE ROCK, AR File No. - 202 A/C Reg. No. N67134 Time (Lc1) - 1700 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 4

Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraf	t Damage			Iniu	ries	
,	,	SUBSTAI		Fa		Serious		None
Type of Operation -PERSON		Fire		Crew	0		_	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDIN		NONE		Pass	0	0	0	1
Aircraft Information Make/Model - PIPER PA-22-135	Eng	Make/Model - LY	COMING 0-290-	Σ	ELT Ir	nstalled/	Activated	- YES/N
Landing Gear - TRICYCLE-FIXED		per Engines - 1			Sta	all Warni	ng System	- UNK/NI
Max Gross Wt - 1950 No. of Seats - 4		ine Type - REG	CIPROCATING-CA 135 HP	ARBURETOR				
nvironment/Operations Information- Veather Data	Itiner	any		Λin	nort Pr	oximity		
Wx Briefing - NO RECORD OF BR Method - N/A	IEFING Last	Departure Point RSESHOE BEND,AR			N AIRPO			
Completeness - N/A		nation		Airp	ort Dat	a		
Basic Weather - VMC		ME AS ACC/INC		A	DAMS			
Wind Dir/Speed- 290/011 KTS							- 36	
Visibility - 10.0 SM Lowest Sky/Clouds - 4000 F	ATC/Ai		- NONE				- 5125/ - ASPHALT	150
Lowest Ceiling - 8000 F						Status		
	Type				u/,u	,		
Precipitation - NONE			FULL STOP					
Condition of Light - DAYLIGH	T							
Personnel Information Pilot-In-Command	Age -	43 light Review t - YES Since - 8 ft Type - UNK/NR	Medical Cert	ificate -	VALID N	MEDICAL-N	O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial F	light Review		Flight Ti	me (Hou	ırs)		
PRIVATE	Curren	t - YES	Total	- 966		Last 2	4 Hrs -	6
SE LAND	Months	Since - 8	Make/Mode	91- 301		Last 3	O Days- UN	K/NR
	Aircra	rt Type - UNK/NR	Tristrumer	1(- 111		Last 9	U Days-	15
Instrument Rating(s) - NONE								

File No. - 243 4/16/84 LITTLE ROCK, AR A/C Reg. No. N3300A Time (Lc1) - 1348 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN Phase of Operation Finding(s) 5. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD 6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6

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

File No 211 4/28/84 N.CA	RLISLE, AR	A/C Re	g. No. N4823	3L	T	ime (Lc1)	- 0905	CST
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft	Damage			Inju	ries	
		SUBSTAN	TIAL		Fatal	Serious	Mino	r None
Type of Operation -INSTRUCTION	IAL	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE		Pass	0	0	0	0
Accident Occurred During -LANDING								
-Aircraft Information								
Make/Model - CESSNA 152			OMING 0-235-	·L2C		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Eng					tall Warni	ng Syste	em - YES
Max Gross Wt - 1670			IPROCATING-C	CARBURE	TOR			
No. of Seats - 2	Rated Powe	r -	110 HP					
-Environment/Operations Information								
Weather Data	Itinerary				Airport I	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Depart	ure Point			ON AIR	PORT		
Method ~ N/A	NO.LITTLE	ROCK, AR						
Completeness - N/A	Destination				Airport Da	ata		
Basic Weather - VMC	CARLISLE,	AR			CARLIS	LE		
Wind Dir/Speed- 060/009 KTS					Runway	Ident	- 27	
Visibility - 15.0 SM	ATC/Airspace				Runway	Lth/Wid	- 4500	-UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Fli	ght Plan -	VFR			Surface		
Lowest Ceiling - 4000 FT OVE	RCAST Type of Cle	arance -	NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/L				-			
Precipitation - NONE	• • • • • •	_						
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 37		Medical Cert	ificate	e - VALID	MEDICAL-N	O WAIVER	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight R				t Time (Ho			
STUDENT	Current	- N/A	Total Make/Mod	-	18	Last 2	4 Hrs -	UNK/NR
	Months Since	- N/A				Last 3		
	Aircraft Type	- N/A	Instrume	nt-	1	Last 9	O Days-	18
Instrument Rating(s) - NONE								
								;
-Narrative		DINC LANDT	NG. THE STUD	ENT PL	I WAS ON F	115 2ND 50	LU FLT A	ממע
ACFT NOSED OVER AFTER SWERVING OFF THE R								
ACFT NOSED OVER AFTER SWERVING OFF THE RETICING TOUCH AND GO LANDINGS. THIS WAS T	HE PLTS 1ST LANDING	AT CARLIS	LE ARPT WHER	E THE	WIND WAS			AND
	HE PLTS 1ST LANDING	AT CARLIS	LE ARPT WHER	E THE	WIND WAS			ND

File No. - 211 4/28/84 N.CARLISLE, AR A/C Reg. No. N4823L Time (Lc1) - 0905 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - TAILWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

Basic Information	AVIATION) Administra	D		T		
Type Operating Certificate-NONE (GENERAL	AVIATIUN) ATCCAT	t Damage JTIAI	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	Ō	0	0	3
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - BEECH 55	Eng Make/Model - COM			Installed/Ad		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		St	tall Warning	g System	- YES
Max Gross Wt - 5100	Engine Type - REC					
No. of Seats - 4	Rated Power -	285 HP 				
Environment/Operations Information						
Weather Data	Itinerary		Airport F			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIRF	PORT		
Method - N/A Completeness - N/A	SAME AS ACC/INC		Airport Da			
Basic Weather - VMC	Destination SAME AS ACC/INC		SKY HAF			
Wind Dir/Speed- 110/009 KTS	SAME AS ACC/ INC				08L	
Visibility - 35.0 SM	ATC/Airspace			Lth/Wid -	-	150
Lowest Sky/Clouds -   CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
		Medical Certificat			(VERS/LI	MIT
	Biennial Flight Review	Fligh	nt Time (Ho	ours)		NII (NID
COMMERCIAL	Current - YES		5356	Last 24	Hrs - U	NK/NR
SE LAND, ME LAND	Months Since - UNK/NR Aircraft Type - UNK/NR		1643 IV/ND	Last 30	Days- U	16
	Africiant Type - UNK/NK	Multi-Eng -				
		Marci Eng	2027	NO COT CT C		1417 1418
Instrument Rating(s) - AIRPLANE						
Narrative						

File No 2	14 3/17/84 	PHOENIX,AZ	A/C Reg. No. N131TW	Time (Lc1) - 0800 MST
Occurrence #1 Phase of Operation		ON GROUND		
2. MAINTENANCÉ,I 3. LANDING GEAR,NO 4. DIRECTIONAL C	RMAL BRAKE SYSTEM - ONTROL - NOT POSSIE	AFT - INADEQUATE - 0	THER MAINTENANCE PSNL	
Occurrence #2 Phase of Operation		ON WITH TERRAIN		
Finding(s) 6. TERRAIN CONDITI				
Oçcurrence #3 Phase of Operation	MAIN GEAR COLLAPS LANDING - ROLL	SED		
Finding(s) 7. LANDING GEAR,MA				
Probable Cause				
ihe National Transpo	rtation Safety Boar	d determines that t	he Probable Cause(s) of this accide	ent

is/are finding(s) 1,2,3,4

File No 213	4/04/84 	TUCSON, AZ	A/C Re	g. No. N9	889M 	Т	ime (Lc1) -	- 1127 PS	<b></b>
-Basic Information Type Operating Certific Type of Operation Flight Conducted Under	-PERSON	NAL	ATION) Aircraf SUBSTAN Fire NONE	: Damage ITIAL	Crew Pass	Fatal O O	Injur Serious O O	ries Minor O O	None 1 2
Accident Occurred Durin	g -LANDIN	NG 							
-Aircraft Information Make/Model - CESSNA Landing Gear - TRICYCL Max Gross Wt - 3100 No. of Seats - 5		ABLE	Eng Make/Model - COM Number Engines - 1 Engine Type - REC Rated Power -			S	Installed/A tall Warnir	ng System	
-Environment/Operations In Weather Data Wx Briefing - NO RE Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/O Visibility - 50. Lowest Sky/Clouds - Lowest Ceiling Obstructions to Visio Precipitation Condition of Light	CORD OF BE OS KTS O SM CLEAR - NONE n- NONE - NONE	RIEFING	Itinerary Last Departure Point FARMINGTON,NM Destination TUCSON,AZ  ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	NONE		Airport ON AIR Airport D TUCSON Runway Runway Runway	Proximity PORT ata	· 11R · UNK/NR · ASPHALT	
-Personnel Information Pilot-In-Command Certificate(s)/Rating( COMMERCIAL SE LAND, ME LAND		Bien	- 31 nial Flight Review Current - YES Months Since - 5 Aircraft Type - UNK/NR	Total Make/N Instru	Fligh - Model-	t Time (H 3000 700 164	MEDICAL-WA ours) Last 24 Last 30 Last 90 Rotorcr	Hrs - Days- Days-	5 50 160 4
Instrument Rating(s	) - AIRPL	ANE							
-Narrative ACFT HAD A HYDRAULIC LINE R UP LANDING WAS MADE. THE UATOR. THERE WAS A SERVICE	RETAINING	RING OF TH	E MAIN DOOR ACTUATOR HA	D FAILED	ALLOWING	THE PISTO	N TO POP OU	IT OF THE	

A/C Reg. No. N9889M File No. - 213 4/04/84 TUCSON.AZ Time (Lc1) - 1127 PST AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. DOOR, LANDING GEAR - FAILURE, PARTIAL 2. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - OTHER MAINTENANCE PSNL 3. HYDRAULIC SYSTEM, FITTING - FAILURE, PARTIAL Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. FLUID, HYDRAULIC - EXHAUSTION 5. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE 6. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND 7. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,4,5,6$ 

----Probable Cause----

-Basic Information						
Type Operating Certificate-NONE (GE	·	ft Damage ANTIAL	Fatal	Inju Serious		None
Type of Operation -BUSINESS		Crew		Ser Tous O	O	None 1
Flight Conducted Under -14 CFR 9		Pass	-	ŏ	ŏ	i
Accident Occurred During -LANDING				•	•	
-Aircraft Information						
Make/Model - CESSNA 185		ONTINENTAL IO-520-D		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED			S	tall Warnir	ng System	- YES
Max Gross Wt - 3500 No. of Seats - 4	Engine Type - R Rated Power : -					
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE		t	ON AIR			
Method - N/A	NOGALES SONORA, MX					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC			S_INT'L		
Wind Dir/Speed- 180/003 KTS	ATO /A :				- 03	INIIZ /NID
Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan	- VED		Lth/Wid - Surface -		NK/NK
Lowest Ceiling - NONE	Type of Clearance				- DRY	
Obstructions to Vision- SMOKE	Type Apch/Lndg		Kanway	status	DKI	
Precipitation - NONE	. ypo mpom, imag	5111112 GITT 211				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 36	Medical Certifica			) WAIVERS/	LIMIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES		ht Time (H		1 11 1161	uz /NID
SE LAND				Last 24		
SE LAND	Months Since - 12 Aircraft Type - UNK/N	Make/Model- R Instrument-	176	Last 90	Days UN	82
	ATTOTAL TYPE DINK/IN	THIS CHAMBELL	J	2001 30	Juyu	02
Instrument Rating(s) - NONE						
-Narrative						
ACFT LANDED HARD BOUNCED AND SWERVED	ON AND OFF THE RWY. WHEN THE	ACET STOPPED THE LE	FT MAIN GF	AR HAD COLL	APSED. TH	
	HE MANAGER OF THE ARPT SAID TH				5.5. 111	

4/23/84 NOGALES, AZ A/C Reg. No. N9953N Time (Lc1) - 1145 MST File No. - 203 Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - MISJUDGED - PILOT IN COMMAND 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED LANDING - ROLL Phase of Operation Finding(s) 5. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircr	aft Damage		Injur	ies	
		ROYED		Serious	Minor	
Type of Operation -PERSONAL	Fire		1	0	O	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE			0	0	0
Aircraft Information						
Make/Model - CESSNA 185 Landing Gear - TAILWHEEL-ALL FIXED		CONTINENTAL IO-520-D-: 1		installed/A tall Warnir		
Max Gross Wt - 3100		RECIP-FUEL INJECTED	3	tali wailili	ig system	- 113
No. of Seats - 4	<u> </u>	300 HP				
Environment/Operations Information Weather Data	Itinanany		Ainmont	Proximity		
Wx Briefing - NO RECORD OF BRIEFI	Itinerary NG Last Departure Poi			PPOXIMITLY RPORT/STRIP	,	
Method - N/A	BIGGS,CA		011 41	KI OKI / STK11		
Completeness - N/A	Destination	,	irport D	ata		
Basic Weather - IMC	PALO ALTO,CA					
Wind Dir/Speed- CALM	ATC /A imama an			Ident -		
Visibility - 5.0 SM Lowest Sky/Clouds - UNK/NR	ATC/Airspace Type of Flight Pla	n - NONE		Lth/Wid - Surface -		
Lowest Ceiling - OBSCURED	Type of Clearance			Status -		
Obstructions to Vision- FOG	Type Apch/Lndg		•		•	
Precipitation - DRIZZLE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 68	Medical Certificate	- VALID	MEDICAL-WA	IVERS/LIN	1IT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight	: Time (H		•	
PRIVATE	Current - YES	Total -	218	Last 24	Hrs - UN	IK/NR
SE LAND	Months Since - 23		245	Last 30	Days- UN	NK/NR
	Aircraft Type - UNK/	NK Instrument- UNK Multi-Eng - UNK	/NR /ND	Potorce	p bays- ur aft - IN	NK/NK NK/ND
		Marti-Ling - Oly	/ INK	ROTOLCI	art or	NK/ INK
Instrument Rating(s) - NONE						
Narrative						
ACFT CRASHED INTO HILLY TERRAIN IN AN AL	MOST VERTICAL HIGH SPEED P	OWER ON DESCENT. A WIT	NESS ABOU	JT 64 MILES	NORTH	
HE ACCIDENT SITE HAD SEEN AN ACFT THAT N	MET THE DESCRIPTION OF THE	ACCIDENT ACFT "SCUD RU	INNING".	OR FLYING B	ENEATH	

File No 2	15 1/10/84	UNION CITY,CA	A/C Reg. No. N93086	Time (Lc1) - 1630 PST
Occurrence #1 Phase of Operation		TER WITH WEATHER		
<ol><li>WEATHER CONDITI</li></ol>	ON - LOW CEILING	INADEQUATE - PILOT IN C	OMMAND	
Occurrence #2 Phase of Operation		- IN FLIGHT		
Finding(s)  4. AIRCRAFT HANDLI  5. IMPROPER US			ATION - PILOT IN COMMAND	
Occurrence #3 Phase of Operation				
Finding(s) 6. TERRAIN CONDITI				
Probable Cause				
The National Transpois/are finding(s) 3,	_	rd determines that the	Probable Cause(s) of this accid	dent
Factor(s) relating to	o this accident is,	/are finding(s) 1,2		

File No 222 4/14/84 LIVERBasic Information	MURE, CA A/C	Reg. No. N190W 	Time (Lc1) - 1244 PST				
Type Operating Certificate-NONE (GENERA		ft Damage		Injur			
	DESTR		Fata1	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew		0	0	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	0	0	0	0	
-Aircraft Information							
Make/Model - FOLKE WULF 1903A		ONTINENTAL 0-200		Installed/A			
Landing Gear - TAILWHEEL-RETRACTABLE M				tall Warnin	g System	- NO	
Max Gross Wt - 1080		ECIPROCATING-CARBUR	ETOR				
No. of Seats - 1	Rated Power -	100 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING		t	UNK/NR				
Method - N/A Completeness - N/A	SAME AS ACC/INC		4 D	_ 4 _			
Basic Weather - VMC	Destination FREMONT,CA		Airport D	ата			
Wind Dir/Speed- 030/013 KTS	PREMONT, CA		Punway	Ident -	UNK/NR		
Visibility - 70.0 SM	ATC/Airspace			Lth/Wid -			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -			
Lowest Ceiling - NONE	Type of Clearance				UNK/NR		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	,		•		
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 56	Medical Certifica			IVERS/LIM	ΙT	
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H	ours)			
PRIVATE	Current - YES	Total -	378	Last 24 Last 30	Hrs -	2	
SE LAND	Months Since - 15	Make/Model-				3	
	Aircraft Type - UNK/N	R Instrument-	5	Last 90	Days-	5	
Instrument Rating(s) - UNK/NR							
-Narrative ACFT CRASHED AFTER STALLING DURING THE IN ING TO COME BACK AROUND." WHEN ASKED BY TH DRTEDLY WAS MAKING A NOSE HIGH LEFT TURN W JND FIRST. A TEST PLT FOR THE ACFT SAID TH	E TOWER IF HE WWAS DECLARI HEN THE ACFT NOSED OVER AN	NG AN EMERGENCY HE D DOWN TO THE RIGHT	DID NOT AN	SWER. THE A	CFT		

File No. - 222 4/14/84 LIVERMORE,CA A/C Reg. No. N190W Time (Lc1) - 1244 PST

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

2. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

File No 223 4/15/84 ONTAR	TU,CA A/C Re	g. No. N4431D	Time (Lc1) - 1700 PST				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft DESTROY		Fatal	Inju Serious		None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0 0	0	1	
Aircraft Information  Make/Model - CESSNA L-19E  Landing Gear - TAILWHEEL-ALL FIXED  Max Gross Wt - 2430  No. of Seats - 2	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -		S ETOR	Installed/ <i>I</i> tall Warnin	ng System	- NO	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Itinerary Last Departure Point SANTA PAULA,CA Destination CHINO,CA		Airport UNK/NR Airport D	Proximity ata			
Wind Dir/Speed- 260/015 KTS Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	Runway Runway	Ident Lth/Wid Surface Status	- N/A		
Personnel Information Pilot-In-Command	Age - 36	Medical Certifica	te - VALID	MEDICAL -NO	NAIVERS/	 ! TMTT	
Certificate(s)/Rating(s)		Fliat	nt Time (H	ours)	·		
PRIVATE SE LAND	Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR	Total - Make/Model- Instrument-	241 74 0	Last 24 Last 30 Last 90	1 Hrs - ) Days- UNI ) Days-	6 K/NR 18	
Instrument Rating(s) - NONE		·					
Narrative PLT STATED THAT DURING DESCENT HE USED "LI TIONED TO THE LEFT FUEL TANK. A THOUSAND I PLT DID NOT USE THE BOOST PUMP. THE BOOST	FLT SLIP THE ACFT ENGINE LOS	F POWER. DURING TH	HE EMERGEN	CY CORRECT	IVE ACTION	<b></b>	

File No. - 223 4/15/84 ONTARIO, CA A/C Reg. No. N4431D Time (Lc1) - 1700 PST LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 3. FUEL SUPPLY - REDUCED - PILOT IN COMMAND 4. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND 5. REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1.3.4.5$ 

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

File No 311	4/21/84	PALO ALTO,CA		/C Reg. No	. N48201	Т	ime (Lc1)	- 16	45 PST	
-Basic Information Type Operating Cert Type of Operation	-PFRSC	NAI	SI	rcraft Damaç JBSTANTIAL	ge Crew	Fatal O			inor 1	None 0
Flight Conducted Un Accident Occurred D	uring -LANDI		N	DNE	Pass	0	0	•	0	0
-Aircraft Information-										
Make/Model - CES Landing Gear - TRI Max Gross Wt - 1 No. of Seats -	660		Eng Make/Model Number Engines Engine Type Rated Power	- 1	ATING-CARBURE	S	Installed tall Warr			
-Environment/Operation Weather Data Wx Briefing - N	s Information	It	inerary Last Departure F	oint		Airport   ON AIR		,		
Method - N Completeness - N			SAME AS ACC/IN			Airport Da	a+a			
Basic Weather - V	MC	,	LOCAL			PALO A				
Wind Dir/Speed- 3 Visibility - Lowest Sky/Clouds Lowest Ceiling Obstructions to V Precipitation Condition of Ligh	50.0 SM - 20000 - NONE ision- NONE - NONE	FT SCATTERED	C/Airspace Type of Flight F Type of Clearand Type Apch/Lndg	e - NONE		Runway Runway	Ident Lth/Wid Surface Status	- 2! - ASI	500/ PHALT	65
Personnel Information										
Pilot-In-Command Certificate(s)/Rat	ing(s)		23 al Flight Review	,	al Certificat Fligh	nt Time (Ho	ours)			LIMIT
STUDENT			rrent - N	A To	otal -	18	Last	24 Hrs	s ~	2
			nths Since - N/ rcraft Type - N/	A To A Ma A Ir	otal - ake/Model- nstrument-	0	Last	90 Day	ys- ys-	8 18
Instrument Rati	ng(s) - UNK/									
-Narrative STUDENT PLT MADE A HA THE STUDENT'S INSTRUC		ANDING WHICH B	ROKE THE NOSE GE	AR. THE FA	A INSPECTOR S				CLUB	

File No. - 311 4/21/84 PALO ALTO, CA A/C Reg. No. N48201 Time (Lc1) - 1645 PST HARD LANDING Occurrence #1

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. STOLEN AIRCRAFT/UNAUTHORIZED USE PERFORMED PILOT IN COMMAND
- 2. FLARE IMPROPER PILOT IN COMMAND
- 3. RECOVERY FROM BOUNCED LANDING IMPROPER PILOT IN COMMAND

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

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3

Type Operating Certificate-NONE (GENER			5-1-1	Injur		Mana
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAN' Fire NONE	Crew Pass	Fatal O O	Serious O O	Minor O O	None 1 1
ircraft Information Make/Model - CESSNA 210D Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 4	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power - :			Installed/A tall Warnin		
nvironment/Operations Information leather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A  Basic Weather - VMC Wind Dir/Speed- 280/004 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Point CRAIG,CO Destination ENGLEWOOD,CO  ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	IFR	ON AIRI Airport Da ARAPAH Runway Runway Runway Runway	ata DE CO. Ident - Lth/Wid - Surface -		77
ersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND  Instrument Rating(s) - AIRPLANE	Age - 51 Piennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR	Total - Make/Model-	nt Time (Ho 7500 350 WK/NR	ours) Last 24 Last 30 Last 90	Hrs - UNI Days-	4 28

File No 3	08 1/24/84 	ENGLEWOOD,CO	A/C Reg. No. N45AM	Time (Lc1) - 1840 MST
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE	ENT/SYSTEM FAILURE/MAL	FUNCTION	
		(TENSION ASSEMBLY - I	NOPERATIVE	
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS			
Finding(s) 4. WHEELS UP LANDI	NG - PERFORMED - F	PILOT IN COMMAND		
Probable Cause				
The National Transpor	rtation Safety Boa	ard determines that th	e Probable Cause(s) of this accid	ent

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

File No 220 1/28/84 ERIE,CO	A/C Re	g. No. N5376T	Т	ime (Lc1) -	1010 MST	
Basic Information Type Operating Certificate-NONE (GENERAL  Type of Operation -TEST FLIGHT Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AVIATION) Aircraft DESTROY Fire NONE		Fatal 0 0	Injur Serious O O		None O O
Aircraft Information Make/Model - CESSNA 172E Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Eng Make/Model - CON' Number Engines - 1 Engine Type - REC Rated Power -	PROCATING-CARBURET	S	Installed/Adtall Warning		
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - 3000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL  ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE NONE	OFF AII irport D: PARKLAI Runway Runway Runway	ND Ident - Lth/Wid - Surface -		
	ge - 56 M liennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/NR	Total - 1 Make/Model- Instrument- UNK	Time (Ho 650 205	ours) Last 24 Last 30 Last 90	Hrs - Days- UN	1 K/NR 7
Instrument Rating(s) - NONE						
THIS ACFT HAD NOT HAD AN ANNUAL INSPECTION IN MFLT THE ACFT ENGINE QUIT AFTER 25 MINUTES OF FLTHE FUEL LINE VENT STUCK CLOSED. THE FUEL CAPS CAPS. THE ACFT HAD NOT FLOWN 100 HRS SINCE 1979 FOCUSED ATTENTION ON THE NON-COMPLIANCE WITH THE	T. AFTER THE FORCED LANDING WERE THE OLD UNVENTED TYPE SO IT TECHNICALLY WAS NOT	A MECHANIC FOUND AN AD, EFFECTIVE	THE CARBI 6/6/79, I	JRETOR BOWL HAD REQUIRED	DRY AND VENTED	

File No 306 2/10/84 MONTE	VISTA,CO A/C F	Reg. No. N7625S	Т	ime (Lcl) -	- 1230 MST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircrat	t Damage		Injur	ries	
in the special residence (delicent	SUBSTA		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - BELLANCA 7GCAA	Eng Make/Model - Li					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnir	ng System	~ YES
Max Gross Wt - 1650	Engine Type - RE		ETOR			
No. of Seats - 2	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	• • • • • • • • • • • • • • • • • • • •	=	ON AIR	STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC Wind Dir/Speed- CALM	LOCAL		PRIVAT	r Ident -	LINIZ AID	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		/FT
Obstructions to Vision- NONE	Type Apch/Lndg		Runway	Jacas	3110# #	
Precipitation - NONE	Type Apcil/ Liliag	TOLL STOP				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 37	Medical Certifica	+o - VALID	MEDICAL -WA	ATVEDS/LTM	ITT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		AIVERS/ EIN	11.
PRIVATE	Current - YES	Total -	355		1 Hrs - UN	IK /NP
SE LAND	Months Since - 1		217		Days- UN	
02 2/110	Aircraft Type - UNK/NF				Days-	
	A CONTRACTOR OF THE CONTRACTOR	2110 (1 4111011)	• •	2001 00	, ,,,,	
Instrument Rating(s) - NONE						
Narrative THE ACFT LANDED ON A SNOW COVERED PRIVATE AIR	STRIR AND NOSED OVER THE E	OLT SAID THAT THE A	TNCH DEED	SNOW CALLS	THE	
ACFT TO GO OVER ON ITS TOP.	SINTE AND NOSED OVER. THE P	LI SAID INAL THE 4	INGII DEEP	3140# CAU3E	-D ITTL	
AST TO GO OVER ON TIS TOP.						

File No. - 306 2/10/84 MONTE VISTA,CO A/C Reg. No. N7625S Time (Lc1) - 1230 MST

Occurrence Phase of Operation LANDING - ROLL

NOSE OVER

Finding(s)

1. ATRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

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

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

File No 346 2/12/84 CRES	TED BUTTE,CO A/C Re	A/C Reg. No. N8984P Time (Lc1) - 0907 MST				
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft	Damage		Injur	ies	
	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	_	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	1	2
Make/Model - PIPER PA-24-260	Eng Make/Model - LYC	OMING 0-540	ELT	Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warning	g System	~ YES
Max Gross Wt - 2900	Engine Type - REC		ETOR			
No. of Seats - 4	Rated Power -	260 HP				
Environment/Operations Information	Thimpson.		A	Duga de de la compansión d		
Weather Data Wx Briefing - FSS	Itinerary Last Departure Point			Proximity RPORT/STRIP		
Method - TELEPHONE	SAME AS ACC/INC		OFF AI	KPUKI/ SIKIF		
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	REDLANDS, CA			D BUTTE		
Wind Dir/Speed- UNK/NR					11	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	SNOW - D	PRY
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	FURCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information				WED TO NO		/
Pilot-In-Command Certificate(s)/Rating(s)	Age - 37 Biennial Flight Review	Medical Certifica	te - VALIU nt Time (H	MEDICAL-NU	WAIVERS/	LIMII
PRIVATE	Current - YES	Total -		Last 24	Hrs - HA	IK/ND
SE LAND	Months Since - 9	Make/Model-	304	Last 24	Davs- UN	JK/NR
JE EARD	Aircraft Type - UNK/NR	Instrument-	40	Last 90	Days-	13
		Multi-eng -	0	Last 30 Last 90 Rotorcr	aft <sup>°</sup> -	0
Instrument Rating(s) - NONE						
Manattana						
Narrative E ACFT WAS DAMAGED DURING A FORCED LANDING VESTIGAITON REVEALED THAT THE ACFT HAD 50 EN, PRE-HEATED FROM THE TOP BECAUSE THE HO	WEIGHT OIL IN IT AND THE TEMP	ERATURE WAS ABOUT	15 DEGREE	S F. THE EN		
ARDOWN REVEALED THE #3 & #4 CONNECTING ROD BRICATION.						

2/12/84 File No. - 346 CRESTED BUTTE, CO A/C Reg. No. N8984P Time (Lc1) - 0907 MST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, OIL GRADE - IMPROPER MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - COMPANY/OPERATOR MGMT 3. WEATHER CONDITION - TEMPERATURE EXTREMES 4. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND 5. FLUID, OIL - MOVEMENT RESTRICTED 6. FLUID, OIL - STARVATION 7. ENGINE ASSEMBLY, CONNECTING ROD - FALSE INDICATION Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation Finding(s) 8. TERRAIN CONDITION - SLUSH COVERED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7 Factor(s) relating to this accident is/are finding(s) 1,2,3,8

File No 343 2/18/84 LAKE	CITY,CO	A/C Reg. No.	N3893U	Т	ime (Lc1) -	1330 MST	
Basic Information Type Operating Certificate-ON-DEMAND A Name of Carrier -DURANGO HEL Type of Operation -NON SCHED,D Flight Conducted Under -14 CFR 135 Accident Occurred During -TAKEOFF	ICOPTERS OMESTIC,PASSENGER	Aircraft Damag SUBSTANTIAL Fire NONE	ge Crew Pass	_	Injur Serious O O		None 1 5
Aircraft Information Make/Model - BELL 206L-3 Landing Gear - SKID Max Gross Wt - 4150 No. of Seats - 7	Number Eng	e - TURBOSHAF	·T		Installed/Actall Warning		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/001 KTS Visibility500 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 1000 FT BRO Obstructions to Vision- BLOWING SNOW Precipitation - SNOW SHOWER Condition of Light - DAYLIGHT	SAME AS AM Destination LOCAL ATC/Airspace Type of Flig KEN Type of Clea			OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND HELICOPTER  Instrument Rating(s) - AIRPLANE,H	Months Since Aircraft Type ELICOPTER	eview - YES To - 8 Ma - UNK/NR In	Flig tal - ke/Model- strument-	ht Time (H 3045 2194 188	Last 24 Last 30 Last 90 Rotorcra	Hrs - Days- UNK Days- .ft - 2	
THE HELICOPTER TOOK OFF IN MARGINAL VMC COND THE PLT ATTEMPTED TO HOVER AT 90 PERCENT RPM WHITEOUT AND LOSS OF VISUAL CUES. WHEN THE A ACFT STRUCK THE GROUND. AN ARTICLE IN FEB 19 INCLUDES "APPLY SUFFICIENT TORQUE FOR A POSI	WAITING HE SAID "FO CFT WAS SETTLING THO 84 ISSUE OF FLYING S	DR A BREEZE". TH E PLT APPLIED 10 SAFETY HAD SUGGE	E HOVER STI	RRED UP SN O CHECK TH	OW CAUSING A	T THE	

File No. - 343 2/18/84 LAKE CITY, CO A/C Reg. No. N3893U Time (Lc1) - 1330 MST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. TERRAIN CONDITION - SNOW COVERED 5. WEATHER CONDITION - WHITEOUT 6. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

	SPRINGS,FL A/C F	Reg. No. N73180	! 	ime (Lc1) -	- 0/00 ESI	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	L AVIATION) Aircra DESTRO Fire ON GRO	Cre		-	ries Minor O O	None 0 0
Aircraft Information Make/Model - CESSNA T207A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3800 No. of Seats - 2	Eng Make/Model - Co Number Engines - Engine Type - RI Rated Power -		Ş	Installed/A Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- CALM Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - OBSCURED Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination HOMESTEAD,FL  ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	OFF AI Airport [ DAVIS Runway Runway Runway	/ Ident - / Lth/Wid - / Surface -	- 08 - 3000/	150 RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND  Instrument Rating(s) - AIRPLANE	Age - 41 Biennial Flight Review Current - UNK/NI Months Since - UNK/NI Aircraft Type - UNK/NI	Fli ? Total -	ght Time (F 11730 UNK/NR 1096	lours) Last 24 Last 30 Last 90	1 Hrs - UNI	K/NR K/NR K/NR
Narrative  EE ACFT COLLIDED WITH TREES AND THE GROUND DI OUND FOG. THERE WERE NO KNOWN WITNESSES TO  THE END OF THE 3000 FT RWY. IT WAS NOT DET EE THE ACFT HIT THE GROUND IN A LEFT BANK AN	THE ACCIDENT BUT THERE WAS ERMINED WHETHER THE PLT USI	EVIDENCE OF A COL	LISION WITH	1 A 60 FT HI		

Time (Lc1) - 0700 EST File No. - 212 1/07/84 ZOLFO SPRINGS, FL A/C Reg. No. N73180

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

#### Finding(s)

- 1. WEATHER CONDITION LOW CEILING
- 2. WEATHER CONDITION OBSCURATION
- 3. WEATHER CONDITION FOG
- 4. JUDGEMENT POOR PILOT IN COMMAND
- 5. OBJECT TREE(S)
- 6. CLEARANCE NOT ATTAINED PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information						
Type Operating Certificate-NONE (GENERAL	· · · · · · · · · · · · · · · · · · ·	t Damage	F	Injur		
Type of Operation -PERSONAL	SUBSTA Fire	NIIAL Cre	Fatal w O	Serious O	Minor 1	None O
Flight Conducted Under -14 CFR 91	NONE	Pas		0	Ó	0
Accident Occurred During -LANDING	113.112	,			· ·	·
Aircraft Information				,		
Make/Model - PIPER J3C-65	Eng Make/Model - CO		ELT	Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			itall Warnin	g System	- YES
Max Gross Wt - 1220 No. of Seats - 2	Engine Type - RE Rated Power -	CIPROCATING-CARBU 85 HP	JKETUK			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - UNK/NR	Last Departure Point		ON AIR	PORT		
Method - UNK/NR	SAME AS ACC/INC					
Completeness - WEATHER NOT PERTINENT	Destination		Airport D			
Basic Weather   - VMC Wind Dir/Speed- 080/004 KTS	LOCAL		FERGUS		18	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		200
Lowest Sky/Clouds - 4500 FT	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - 4500 FT BROKE	N Type of Clearance	- NONE			DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE						
Condition of Light - DUSK						
Personnel Information	Age - 25	Medical Certific	oto . VALTD	MEDICAL -NO	WATVEDS/	LIMIT
	Biennial Flight Review		ight Time (F		WAIVERS/	L 1 14( 1 1
COMMERCIAL, CFI, MILITARY	Current - YES	Total -		Last 24	Hrs -	1
SE LAND	Months Since - 3	Make/Model-	19	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument-	72	Last 90	Days-	10
		Multi-Eng -	75			
Instrument Rating(s) - AIRPLANE						
Narrative						
NG TAKEOFF, THE ENG BEGAN LOSING POWER AT	ABOUT 200 FT AGL. THE PLT	APPLIED CARB HEAT	& BEGAN A	DESCENT.		
R WAS RESTORED FOR ABOUT 5 SEC, THEN ALL P						
PY AREA & WAS SUBSTANTIALLY DAMAGED. NO EV						
POINT WERE 55 & 45 DEG, RESPECTIVELY, ACCO	DOTAG TO TOTAG DEORARTITTY	CHARTS SERIOUS	TOTALS CONDI	TIONS PREVA	TIFD	

File No. - 317 1/13/84 PENSACOLA,FL A/C Reg. No. N42774 Time (Lc1) - 1800 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND 3. FUEL SYSTEM, CARBURETOR - ICE Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 4. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

File No 26	7 1/16/84	HOMESTEAD, FL	A/C Reg	. No. N6736Q	T	ime (Lcl) -	1015 EST	•
-Basic Information Type Operating (	 Certificate-AGRICU	_TURAL AIRCRAFT	Aircraft [	)amage		Injur	ies	
,, ,			DESTROYED		Fatal	Serious	Minor	None
Type of Operation	on -AERIAL	APPLICATION	Fire	Cre	ew O	0	1	0
Flight Conducted	d Under -14 CFR	137	NONE	Pas	ss O	0	0	0
Accident Occurre	ed During -LANDIN	3						
-Aircraft Informat	on							
Make/Model -		Eng Ma	ke/Model - P & \	V R-985 SERIES				
Landing Gear -	TRICYCLE-FIXED		Engines - 1			tall Warnin	g System	- NO
Max Gross Wt -			: Type - RECIF		JRETOR			
No. of Seats	1	Rated	Power - 45	50 HP				
-Environment/Operat	ions Information-							
Weather Data		Itinerary	•			Proximity		
	- NO RECORD OF BR	[EFING Last De	parture Point		OFF AI	RPORT/STRIP		
	- N/A		TEAD, FL					
Completeness		Destinat			Airport D	ata		
Basic Weather		LOCAL					_	
	i- 020/004 KTS					Ident -		
	1.000	ATC/Airsp				Lth/Wid -		
		SCATTERED Type of				Surface -		
Lowest Ceiling	- 1500 F	OBSCURED Type of	Clearance - N	NONE	Runway	Status -	N/A	
	o Vision- NONE	Type Ap	ch/Lndg - F	ORCED LANDING				
Precipitation		_						
Condition of L	.ight - DAYLIGH 	·						
-Personnel Informat	:ion	111111111111111111111111111111111111111	••			MEDICAL NO	WATVERS /	
Pilot-In-Command	(Doting(s)	Age - UNK/NR	Me ht Davieu	edical Certific	ate - VALID ight Time (H		WAIVERS/	CIMII
Certificate(s)/ COMMERCIAL	Rating(s)	Biennial Flig Current	UNK/NR				Hnc - IIN	IV /ND
SE LAND			nce - UNK/NR	Make/Madel-	LINIK / NIC	Last 24	Dave- UN	IV /ND
SE LAND			Type - UNK/NR	Make/Model- Instrument- Multi-Eng -	LINK/NR	Last 30	Days UN	IK/ND
		AllCraft	type - UNK/NK	Multi-Eng -	LINK/ND	Potoron	Days UN	IK /ND
				Martinelig	ONK/ NK	KO LOI CI	art on	IX/ IVIX
Instrument	ating(s) - NONE							
-Narrative								
	G A FORCED LANDING	AFTER THE ENGINE L	OST POWER. INVES	TIGATION REVEA	LED THAT TH	AT # 8 CYLI	NDER	
				· · · <del></del> · ·		<del>-</del>		
LED. THE ORIGINAL O	RACKING WAS DETER!	INED TO BE FROM FAT	IGUE.					

File No. - 267 1/16/84 HOMESTEAD, FL A/C Reg. No. N6736Q Time (Lc1) - 1015 EST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL 2. ENGINE ASSEMBLY, CYLINDER - FATIGUE Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----

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

Basic Information Type Operating Certificate				ge		Injur	ies	
Name of Carrier Type of Operation Flight Conducted Under	-ASHEVILLE FL		SUBSTANTIAL Fire NONE	Crew Pass	-	Serious 0 0	Minor O O	None 1 4
Accident Occurred During			NONE	Pass	U	U	U	4
Aircraft Information								
Make/Model - BEECH 58 Landing Gear - TRICYCLE-	DETDACTABLE	Eng Make/N Number End	Model - LYCOMING	10-520		Installed/A tall Warnir		
Max Gross Wt - 5400	KLIKACIABLE		oe - RECIP-FU	EL INJECTED	3	tali warnin	ig system	- 163
No. of Seats - 6		Rated Powe						
Environment/Operations Info	rmation							
Weather Data Wx Briefing - FSS		Itinerary	uma Daimt		Airport ON AIR	Proximity		
Wx Briefing - FSS Method - TELEPHOI	NF	Last Depart MACON,GA	ture Point		UN AIR	PORT		
Completeness - WEATHER	. —				Airport Da	ata		
Basic Weather - VMC	L/TO	SAME AS A	CC/INC		PAGE F			
Wind Dir/Speed- 090/018 Visibility - 15.0		ATC/Airspace				Ident - Lth/Wid -	· 05 · 6401/	150
Lowest Sky/Clouds -		TERED Type of Fli	aht Plan - IFR			Surface -		130
Lowest Ceiling -	10000 FT	Type of Cle	earance - IFR				DRY	
Obstructions to Vision-		Type Apch/L	.ndg - FULL	STOP				
Precipitation - Condition of Light -	DAYLIGHT							
Personnel Information								
Pilot-In-Command Certificate(s)/Rating(s)		Age - 29 Biennial Flight R		al Certifica Fliq	te - VALID ht Time (Ho		WAIVERS/	LIMIT
ATP,CFI		Current	- YES To	otal	4500	Last 24	Hrs -	3
SE LAND, ME LAND		Months Since	_	ake/Model-	1100	Last 30	Days- UN	
!		Aircraft Type		nstrument- ulti-Eng -		Last 90	Days-	230
Instrument Rating(s)	- AIRPLANE							
Varrative								
ACFT WAS ROLLING ON THE RWY	AFTER A SMOOT	H LANDING WHEN THE	LEFT TIRE BLEW	OUT AND THE	LEFT LAND	ING GEAR CO	LLAPSED.	
			T SIDE OF THE RV					

File No 3	41 1/23/84	FT.MYERS,FL	A/C Reg. No. N9382Q	Time (Lc1) - 1112 EST	
Occurrence #1 Phase of Operation	AIRFRAME/COMPONEI LANDING - ROLL	NT/SYSTEM FAILURE/MA	LFUNCTION		
Finding(s) 1. LANDING GEAR,TII	RE - FAILURE,TOTAL				
Occurrence #2 Phase of Operation		SED			
Finding(s) 2. LANDING GEAR,MA 3. DIRECTIONAL CO 4. GROUND LOOP/SWEI	ONTROL - NOT PERFOR				
Probable Cause					

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

ON) Aircraft Damage SUBSTANTIAL Fatal Fire Crew O NONE Pass O  Eng Make/Model - LYCOMING O-235-L2C ELT Number Engines - 1 S Engine Type - RECIPROCATING-CARBURETOR Rated Power - 110 HP	Injuries Serious Minor None 0 0 1 0 0 0  Installed/Activated - YES/Y
Fire Crew O NONE Pass O  Eng Make/Model - LYCOMING O-235-L2C ELT Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR	0 0 1 0 0 0 
NONE Pass O  Eng Make/Model - LYCOMING O-235-L2C ELT Number Engines - 1 S Engine Type - RECIPROCATING-CARBURETOR	0 0 0 0Installed/Activated - YES/Y
Eng Make/Model - LYCOMING O-235-L2C ELT Number Engines - 1 S Engine Type - RECIPROCATING-CARBURETOR	Installed/Activated - YES/Y
Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR	
Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR	
Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR	
Engine Type - RECIPROCATING-CARBURETOR	tall Warning System - YES
Rated Power - 110 HP	
nerary Airport	Proximity
CLEARWATER, FL	
stination Airport D	ata
SAME AS ACC/INC CLEARW	
Runway	Ident - 33
/Airspace Runway	Lth/Wid - 3000/ 75
ype of Flight Plan - NONE Runway	Surface - ASPHALT
ype of Clearance - NONE Runway	Status - DRY
ype Apch/Lndg - NONE	
· · · · · · · · · · · · · · · · · · ·	
51 Medical Certificate - VALID	MEDICAL-WAIVERS/LIMIT`
rent - N/A Total - 64	Last 24 Hrs - 1
ths Since - N/A Make/Model- 64	Last 30 Days- UNK/NR
craft Type - N/A Instrument- O	Last 90 Days- 7
	CLEARWATER,FL estination Airport D SAME AS ACC/INC CLEARW C/Airspace Runway Type of Flight Plan - NONE Runway Type of Clearance - NONE Runway Type Apch/Lndg - NONE  51 Medical Certificate - VALID al Flight Review Flight Time (H crent - N/A Total - 64 chths Since - N/A Make/Model- 64

File No. - 253 2/08/84 CLEARWATER, FL A/C Reg. No. N5310M Time (Lc1) - 1144 EST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND FLARE - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 6. AIRSPEED - ABOVE - PILOT IN COMMAND 7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2,3,4,5,6,7$ Factor(s) relating to this accident is/are finding(s) 1

-Basic Information Type Operating Certi	ificate-NONE (GEN	ERAL AVIATION)	Aircraft Damag	e		Injur	ries	
, , ,		,	DESTROYED			Serious	Minor	None
Type of Operation Flight Conducted Und	-PERSONAL		Fire	Crew	0	1 2	0	0
			NONE	Pass	0	2	0	0
Accident Occurred Du								
-Aircraft Information								
Make/Model - PIPE		Eng Make	Model - LYCOMING	0-320-E3D				
Landing Gear - TRIC		Number E	ingines - 1	TING 0400UDETO		all Warnir	ng System	- YES
Max Gross Wt - 21	=		ype - RECIPROCA ower - 150 HP		₹			
No. of Seats -		Rated PC	wer - 150 HP					
Environment/Operations				_				
Weather Data Wx Briefing - FS		Itinerary		Α		roximity		
Wx Briefing - FS	ELEPHONE	Last Depa	rture Point		UNK/NR			
Method - TE Completeness - WE	LEPHUNE	LAGRANG ENT Destination		Λi	rport Da	+ 2		
Basic Weather - VM		FT.MEYE		AII	por c ba	. (a		
Wind Dir/Speed- 09		TT.METE			Runway	Ident -	- UNK/NR	
Visibility -	10.0 SM	ATC/Airspac	e			Lth/Wid -		
Lowest Sky/Clouds	- UNK/NR	Type of F	light Plan - NONE		Runway	Surface -	- UNK/NR	
	- 10000 FT B	ROKEN Type of C	learance - NONE		Runway	Status -	- UNK/NR	
Obstructions to Vi		Type Apch	n/Lndg - FORCE	D LANDING				
Precipitation								
Condition of Light	:	)		~~				
Personnel Information-								
Pilot-In-Command		Age - 48		1 Certificate			AIVERS/LIM	ΙT
Certificate(s)/Rati PRIVATE	ng(s)	Biennial Flight	Review - YES To	Flight '	iime (Ho	urs)	1 Upe - IIN	V/ND
SE LAND		Months Sinc	ce ~ 11 Mai	tal - UNK/I ke/Model- UNK/I strument- UNK/I	NK ND	1251 2	Dave- IN	K/ND
SE LAND		Aircraft Tv	pe - UNK/NR In	strument- UNK/I	VR VR	Last 90	Days UN	K/NR
		Andraitin	Mu Mu	lti-Eng - UNK/I	VR	Rotorci	aft - UN	K/NR
					•••	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		,
Instrument Ratir	ng(s) - UNK/NR							
-Narrative								
ACFT CRASHED DURING A	FORCED LANDING A	FTER THE ENGINE OUT	T. AFTER THE CRASH	NO FUEL WAS FO	OUND IN	THE FUEL 1	TANKS.	
PLT STATED THAT HE ENG								

File No. - 246 2/12/84 PINELLAS PARK, FL A/C Reg. No. N4501T Time (Lc1) - 2057 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND

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

----Probable Cause---
The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

Landing Gear - TAILWHEEL-ALL FIXED Number Engi	Aircraft Damage SUBSTANTIAL Fire NONE del - CONTINENTAL nes - 1 - RECIP-FUEL 1 - 320 HP	Crew Pass	0 0	Injur Serious O O		None 1 0
Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT  -Aircraft Information Make/Model - CESSNA T-188 Eng Make/Mo Landing Gear - TAILWHEEL-ALL FIXED Number Engi Max Gross Wt - 4400 Engine Type No. of Seats - 1 Rated Power	NONE  del - CONTINENTAL nes - 1 - RECIP-FUEL 1	PassTSI0-520	0	-	-	
Accident Occurred During -DESCENT  -Aircraft Information Make/Model - CESSNA T-188 Eng Make/Mo Landing Gear - TAILWHEEL-ALL FIXED Number Engi Max Gross Wt - 4400 Engine Type No. of Seats - 1 Rated Power	del - CONTINENTAL nes - 1 - RECIP-FUEL 1	TS10-520		0	0	0
Make/Model - CESSNA T-188 Eng Make/Mo Landing Gear - TAILWHEEL-ALL FIXED Number Engi Max Gross Wt - 4400 Engine Type No. of Seats - 1 Rated Power	nes - 1 - RECIP-FUEL 1		FIT In			
-Environment/Operations Information				stalled/Ad ll Warning		
2114 IT OTHER TET OPER A CTOTIS TITTOT MA CTOTI						
Weather Data  Wx Briefing	re Point	Α	irport Pr OFF AIRP	oximity ORT/STRIP		
Method - N/A SAME AS AC				,		
Completeness - N/A Destination	•	Aiı	rport Dat	a		
Basic Weather - VMC UNK/NR			NONE			
Wind Dir/Speed- 100/005 KTS			Runway I		N/A	
Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flig	ht Plan - NONE			th/Wid - urface -		
	rance - NONE		Runway S		N/A	
Obstructions to Vision- NONE Type Apch/Ln Precipitation - NONE Condition of Light - DAYLIGHT			Karinay 3	tatas	., .	
-Personnel Information						
Pilot-In-Command Age - 30		Certificate ·			WAIVERS/	LIMIT
Certificate(s)/Rating(s) Biennial Flight Re COMMERCIAL Current	view	Flight	Time (Hou	rs)		
	- YES Total	1 - 450	00	Last 24	Hrs - UN	
SE LAND, ME LAND Months Since Aircraft Type	- 14 Make/	/Model- UNK/N	NK NK	Last 30	Days- UNF	7 NR
Africiant Type	Multi	rument- UNK/N i-Eng - UNK/N	NR	Rotorcra	aft - UN	
Instrument Rating(s) - AIRPLANE						

File No. - 252 2/15/84 ARCADIA,FL A/C Reg. No. N9932J Time (Lc1) - 1124 EST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. MANEUVER - EXCESSIVE - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - UNCONTROLLED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Type of Operation -PERSONAL Fire Crew 0 0 0 1 1	File No 254	2/15/84	LAKE PLACID,FL	A/C Reg.	No. N44816	Т	ime (Lc1) -	1745 EST	
Type of Operation -PERSONAL Fire Crew 0 0 0 0 1 1			ENERAL AVIATION)	Aircraft Da	amage		Injur	ies	
Fight Conducted Under -14 CFR 91 Accident Decurred During -LANDING Aircraft Information Make/Model - HARVEY CONDOR 3+2 Landing Gear - TRICYCLE-FIXED Number Engines - 1 Londing Gear - TRICYCLE-FIXED Number Engines - 1 Number Engines -				SUBSTANTI	AL .	Fatal	Serious	Minor	None
Aircraft Information Make/Model - HARVEY CONDOR 3+2 Landing Gear - TRICYCLE-FIXED						0	0	0	1
Aircraft Information Make/Model - HARVEY CONDOR 3+2 Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR - Engines - 1 Max Gross Wt - UNK/NR - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING - N/A Completeness - N/A - Destination - Visibility - 15.0 SM - Lowest Sky/Clouds - CLEAR - UNK - Unker Centificate (eling - NONE - NONE - NONE - DAYLIGHT Personnel Information - NONE - Precipitation - NONE - Condition of Light - DAYLIGHT Personnel Information - NONE - PRIVATE SE LAND - NONE - PRIVATE SE LAND - NONE - NON				NONE	Pass	0	0	0	0
Make/Model - HARVEY CONDOR 3+2 Landing Gear - TRICVCLE-FIXED Max Gross Wt No. of Seats - VIX/NR No. of Seats - VIX/NR	Accident Occurred D	uring -LANDING							
Landing Gear Max Gross Wt No. of Seats - UNK/NR No. of Seats - 2									
Max Gross wt No. of Seats - UNK/NR	• • • • • • • • • • • • • • • • • • • •				AKI TC-440A				
No. of Seats - 2  Rated Power - UNK/NR Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed 040/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Current - UNK/NR Months Since - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - NONE Narrative E ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED							tall Warning	g System -	- NO
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 040/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Destination Destination Visibility - 15.0 SM Lowest Ceiling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  Itinerary  Itinerary Last Departure Point SAME AS ACC/INC Destination LoCAL NONE Runway Ident - N/A NONE Runway Ident - N/A NONE Runway Surface - GRASS/TURF Runway Status - DRY Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING PROCED LANDING  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Flight Time (Hours) Forcal - 85 Last 24 Hrs - UNK/NR Make/Model - 10 Last 30 Days - UNK/NR Months Since - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Months Since - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Months Since - UNK/NR Months						TOR			
Weather Data Wx Briefing Method N/A Completeness - N/A Basic Weather Wind Dir/Speed- O40/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling Obstructions to Vision- Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND PRIVATE SE LAND  Method N/A  Visibility N/A  ATC/Airspace Lowest Ceiling NONE Type of Flight Plan - NONE Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING Precipitation NONE Condition of Light - DAYLIGHT  Airport Proximity OFF AIRPORT/STRIP  Airport Proximity OFF AIRPORT/STRIP  Airport Proximity OFF AIRPORT/STRIP NONE Runway IdentN/A Runway IdentN/A Runway Sufface - GRASS/TURF Runway Sufface - GRASS/TURF Runway Status - DRY  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) PRIVATE SE LAND  Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Total - 85 Last 24 Hrs - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Nonths Since - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - NONE Narrative E ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED	No. of Seats -	2	Rated Po	ower - UNK/NI	₹				
Wx Briefing	Environment/Operation	s Information							
Method - N/A						Airport	Proximity		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 040/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Celling - NONE Lowest Celling - NONE Destination - NONE Type of Flight Plan - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND PRIVATE SE LAND Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - NONE Narrative E ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED						OFF AI	RPORT/STRIP		
Basic Weather - VMC	Method - N	I/A	SAME AS	ACC/INC					
Wind Dir/Speed- 040/010 KTS Visibility - 15.0 SM				n			ata		
Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 85 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- 10 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 5 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative E ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED			LOCAL			NONE			
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 85 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Months Since - UNK/NR Make/Model- 10 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days- 5 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative E ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED						Runway			
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY  Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING  Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  PRIVATE Current - UNK/NR Total - 85 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model - 10 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 5 Multi-Eng - UNK/NR Rotorcraft - UNK/NR  Instrument Rating(s) - NONE Narrative E ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED									
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 85 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model - 10 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 5 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative E ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED								GRASS/TUR	₹F
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 85 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model - 10 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 5 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative E ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED						Runway	Status -	DRY	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command			Type Apch	n/Lndg - F(	DRCED LANDING				
Personnel Information Pilot-In-Command									
Pilot-In-Command  Certificate(s)/Rating(s)  PRIVATE SE LAND  Instrument Rating(s) - NONE  Parrative  E ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED  Biennial Flight Review Flight Time (Hours)	Condition of Ligh	t - DAYLIGHT							
Pilot-In-Command  Certificate(s)/Rating(s)  PRIVATE  SE LAND  Instrument Rating(s) - NONE  Parative  E ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED  Biennial Flight Review  Flight Time (Hours)  Flight Time (H	Personnel Information								
Certificate(s)/Rating(s)  PRIVATE  Current - UNK/NR  SE LAND  Months Since - UNK/NR  Aircraft Type - UNK/NR  Instrument  Rating(s) - NONE  E ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED			Age - 40	Med	dical Certificat	e - VALTD	MEDICAL-NO	WATVERS/I	TMTT
PRIVATE SE LAND Months Since - UNK/NR Total - 85 Last 24 Hrs - UNK/NR Months Since - UNK/NR Make/Model - 10 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 5 Multi-Eng - UNK/NR Rotorcraft - UNK/NR  Instrument Rating(s) - NONE Narrative E ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED		ing(s)						WAT VER(3) E	
SE LAND  Months Since - UNK/NR Make/Model- 10 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 5 Multi-Eng - UNK/NR Rotorcraft - UNK/NR  Instrument Rating(s) - NONE Narrative E ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED								Hrs - UNK	(/NR
Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 5 Multi-Eng - UNK/NR Rotorcraft - UNK/NR  Instrument Rating(s) - NONE Narrative E ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED			· ·						•
Multi-Eng - UNK/NR Rotorcraft - UNK/NR  Instrument Rating(s) - NONE Narrative E ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED	<b>02 27 0</b>			•		K/NR	Last 90	Days-	5
Instrument Rating(s) - NONE Narrative E ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED			7 c. c	po 0,,		K/NR	Rotorcra	aft - UNK	/NR
	·				marti zng on	,		-, -	,,
ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED	Instrument Rati	ng(s) - NONE	~~~~~~~						
E ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED	Narrative								
	71277	EURCED LANDING	AFTED THE ENGINE LOS	T POWED THE DI	T DEPORTED THAT	A PARACH	ITE LINE COM	JTACTED	
E ENGINE DIAJON SHITTON AND SHOT OF THE ENGINE.				I FUWER. THE PL	. I KLEUKIED IMAI	A FARACH	DIE ETIME COI	TIACILD	
	. LINGTINE DIN/DIT SWITCH	AND SHOT OF IT	L LINGTINE.						

File No 2	54 2/15/84 	LAKE PLACID,FL	A/C Reg. No. N44816	Time (Lcl) - 1745 EST	
	LOSS OF POWER(TO CRUISE - NORMAL	TAL) - NON-MECHANICAL			
Finding(s) 1. FLUID,FUEL - ST 2. FUEL SUPPLY -		IVATION - PILOT IN COMM,	AND		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN			
Probable Cause					

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

File No 247 2/16/	84 CEDAR KEY,FL	A/C Reg. No.	N6357	Time (Lc1) -	1100 EST	-
-Basic Information	ONE (CENERAL AVIATION)	Ainanast Damana		Imilia	:	
Type Operating Certificate-N	UNE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injur Serious	Minor	None
Type of Operation -P	ERSONAL	Fire	Crew O	1	0	0
	4 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -D	ESCENT					
-Aircraft Information						
Make/Model - BELL 47-G		e/Model - FRANKLIN 6		T Installed/A	ctivated	- NO -N/
Landing Gear - SKID			TALE	Stall Warning	g System	- NO
Max Gross Wt - 2450		Type - RECIPROCAT	ING-CARBURE FOR			
No. of Seats - 2	kated P	ower - 235 HP				
-Environment/Operations Informa						
Weather Data	Itinerary		•	t Proximity		
Wx Briefing - NO RECORD		parture Point	UN A	IRPORT		
Method - N/A Completeness - N/A	Destinati	KEY,FL	Airport	Data		
Basic Weather ~ VMC		KEY.FL		GE T LEWIS		
Wind Dir/Speed- 340/004 KT		NET, FL			05	
Visibility - 7.0 S		Ce		ay Lth/Wid -		100
Lowest Sky/Clouds - 12				ay Surface -		
Lowest Ceiling - 25					DRY	
Obstructions to Vision- NO		:h/Lndg - NONE		•		
Precipitation - NO	NE	· -				
Condition of Light - DA	YLIGHT					
-Personnel Information						
Pilot-In-Command	Age - 70		Certificate - VAL		WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Fli <b>g</b> h		Flight Time			
PRIVATE	Current		al - UNK/NR		Hrs - UN	
SE LAND, SE SEA	Months Sin		e/Model- UNK/NR	Last 30 Last 90	Days- UN	IK/NR
HELICOPTER	Aircraft I		trument- UNK/NR ti-Eng - UNK/NR	Last 90	Days- UN aft - UN	IK/NR
		Mu i	ti-eng - UNK/NK	ROTOPOR	art - UN	IK/ NK
Instrument Rating(s) -	NONE					
-Narrative						
HELICOPTER TURNED AND DESCENDE	D FROM AN OUT OF GROUND FE	FECT HOVER THE RPMS	DROPPED AND THE A	CET HIT THE G	ROUND	
D.	D TROM AR GOT OF GROUND LY	. LO. HOVER. THE RIMS	District And The A	5 1111 111E GI		

File No. - 247 2/16/84 CEDAR KEY, FL A/C Reg. No. N6357 Time (Lcl) - 1100 EST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation HOVER Finding(s) 1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND 3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. FLARE - NOT ATTAINED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

File No 266 2/17/84 S	A/C Reg.	No. N1767W		Time (Lc1) - 1700 EST					
-Basic Information Type Operating Certificate-NONE (GEI  Type of Operation -BUSINESS Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	·	Aircraft D SUBSTANTI Fire NONE	AL C	Fatal rew O ass O	Injur Serious O O		None 1 3		
Aircraft Information Make/Model - BEECH 95-B55 Landing Gear - TRICYCLE-RETRACTABLI Max Gross Wt - 5100 No. of Seats - 6	E Number E	e/Model - CONT ingines - 2 iype - RECIP ower - 26	-FUEL INJECT		Installed/A Stall Warnin				
-Environment/Operations Information	Itinerary Last Depa N MYRTL NENT Destinatio SAME AS ATC/Airspac SCATTERED Type of C	ACC/INC ce light Plan - I	FR	OFF A Airport ST Al Runwa Runwa Runwa	JGUSTINE ay Ident - ay Lth/Wid - ay Surface -	13 7000/	150		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Aircraft Ty		Total Make/Model	light Time ( - UNK/NR - UNK/NR - UNK/NR	Hours) Last 24 Last 30 Last 90	Hrs - Days- UN	4 		
Instrument Rating(s) - AIRPLANE -Narrative ACFT LANDED WITH ITS LEFT MAIN GEAR JA ICATED ALL NORMAL THE CREW WAS UNAWARE R ACTUATING MOTOR CONTINUED TO OPERATE T MAIN GEAR ACTUATING ROD FAILED FROM F ICATION OF THE GREEN GEAR LIGHT WHICH I	AMMED IN THE UP POSI OF THE PROBLEM UNTI EXTENDING THE NOSE FORCES INDUCED BY TH	L THE ROLL OUT GEAR AND RIGHT IE LANDING GEAR	. INVESTIGAT LANDING GEA ACTUATING MO	ION REVEALED R TO THE DOW	) THAT THE LE IN POSITION.	FT MAIN THE			

File No. - 266 2/17/84 ST AUGUSTINE,FL A/C Reg. No. N1767W Time (Lc1) - 1700 EST

Occurrence

MAIN GEAR COLLAPSED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

#### Finding(s)

- 1. LANDING GEAR, MAIN GEAR JAMMED
- 2. DIRECTIONAL CONTROL NOT POSSIBLE PILOT IN COMMAND
- 3. LANDING GEAR, GEAR WARNING SYSTEM FAILURE, TOTAL
- 4. GROUND LOOP/SWERVE UNCONTROLLED PILOT IN COMMAND
- 5. LANDING GEAR, GEAR INDICATING SYSTEM FAILURE, TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,3,5$ 

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

Basic Informati						. No. N688			ime (Lc1) -		
Type Operatir	Type Operating Certificate-NONE (GENERAL		(GENERAL	(VIATION)	Aircraft   DESTROYE			Fatal	Injur Serious		None
Type of Opera Flight Conduc Accident Occu	ted Under	-14 CF	R 91		Fire NONE		Crew Pass	1		0	0. 0
Aircraft Inform											
Make/Model Landing Gear Max Gross Wt No. of Seats	- 1929			Number E Engine T	e/Model - LYCO Ingines - 1 Type - RECI Ower - 1	PROCATING-		S	Installed/Adtall Warning		
Environment/Ope	rations In	formation									
Weather Data Wx Briefing Method	- NO REG	CORD OF B	RIEFING	Itinerary Last Depa LAKELAN					Proximity RPORT/STRIP		
Completenes Basic Weather	s - N/A - VMC			Destinatio LOCAL	•		£	Airport D			
Wind Dir/Sp Visibility				ATC/Airspac	20				Ident - Lth/Wid -	N/A N/A	
Lowest Sky/					.e :light Plan - I	NONE			Surface -		
Lowest Ceil Obstruction Precipitati Condition o	s to Vision on	- NONE	⊣T		Clearance - I n/Lndg - I			Runway	Status -	N/A	
Personnel Infor			Λ.	20 - 20	M	odical Ceni	tificato	- VALTD	MEDICAL-WA	IVEDS/ITM	тт
Certificate(		s)	B.	ennial Flight	Review	edical cer	Flight	: Time (H	ours)	·	
COMMERCIA SE LAND,M	L E LAND,SE S	SEA		Current Months Sinc Aircraft Ty	- UNK/NR e - UNK/NR pe - UNK/NR	Total Make/Mod Instrume Multi-Er	- 6 del- ent- UNK ng - UNK	5000 175 (/NR (/NR	Last 24 Last 30 Last 90 Rotorcra	Hrs - UNI Days- UNI Days- UNI aft - UNI	
Instrumen	t Rating(s	) - AIRP	LANE								
Narrative OWNER/BUILDER O TUDE & ENTERED RESIDED IN THE VIDENCE OF A PR UVER. THE PLT'S	A DIVE. BEF AREA. BEFOF EIMPACT PAF	FORE ENTE RE RECOVEI RT FAILUR	RING THE M RING, THE E OR MALFU	MANEUVER, THE ACFT IMPACTED INCTION WAS FO	PLT WAS OBSER' IN A NEAR WII UND. THE DIVE	/ED WAVING NGS LEVEL, WAS DESCRI	TO FRIE 30 DEG IBED AS	NDS & AC NOSE DOW A SPLIT-	QUAINTANCES N ATTITUDE. S TYPE OF	)	

File No. - 318 3/18/84 LAKELAND.FL A/C Reg. No. N688 Time (Lc1) - 1800 EST

Occurrence Phase of Operation MANEUVERING

IN FLIGHT COLLISION WITH TERRAIN

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND

- 2. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 3. JUDGEMENT POOR PILOT IN COMMAND

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

File No 359 2/15/84	ATLANTA,GA	A/C Reg. No	Time (Lc1) - 2023 EST				
Basic Information Type Operating Certificate-NONE (G Type of Operation -SCHEDUL Flight Conducted Under -14 CFR Accident Occurred During -LANDING	ED,DOMESTIC,CARGO	Aircraft Dama SUBSTANTIAL Fire NONE		-	Injuri Serious O O	es Minor O O	None 1 0
Aircraft Information Make/Model - PIPER PA-60 Landing Gear - TRICYCLE-RETRACTAB Max Gross Wt - 5500 No. of Seats - 2	LE Number Ei	/Model - LYCOMING ngines - 2 /pe - RECIP-FU wer - 290 h	JEL INJECTED		Installed/Ac tall Warning		
Weather Data Wx Briefing - NWS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 SM Lowest Sky/Clouds - 25000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DA	Itinerary Last Depai CHARLOT Destination SAME AS  ATC/Airspace SCATTERED Type of F Type of C Type Apch	ACC/INC		ON AIR Airport Da HARTSF Runway Runway Runway	ata IELD INTERNA Ident - Lth/Wid - Surface -	27R 8000/	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND,SE SEA	Age - 40 Biennial Flight Current Months Sinc Aircraft Typ	Review - YES 1 - 1 M De - UNK/NR 1	cal Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	nt Time (Ho 3320 460 283	ours) Last 24	Hrs - Days- UN Days-	5
Instrument Rating(s) - AIRPLANarrative HILE ON FINAL APPROACH THE PLT NOTED AN DISTION DURING A FLY-BY. DURING LANDING DLT IN THE NOSE GEAR STEERING DAMPNER. ECHANIC TOLD THE PILOT IT WAS OK TO OPE	UNSAFE NOSE GEAR IND: TOUCHDOWN THE NOSE GI THIS DAMAGE HAD OCCURI	EAR COLLAPSED. IN	NVESTIGATION I	REVEALED TH	HE ACFT HAD	A BROKEN	

File No. - 359 2/15/84 ATLANTA,GA A/C Reg. No. N6070D Time (Lc1) - 2023 EST

Occurrence NOSE GEAR COLLAPSED 
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,PARTIAL
2. PROCEDURES/DIRECTIVES - NOT USED - OTHER MAINTENANCE PSNL

----Probable Cause----

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

					Time (Lc1) - 1430 EST						
-Basic Information Type Operating Certificate-NONE (GENI	Aircraft Damage DESTROYED	Injuries Fatal Serious Minor No									
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	1 2	0				
-Aircraft Information Make/Model - CESSNA 177B Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR No. of Seats - 4	Number Engi	- RECIPROCATI		St		Activated ong System					
-Environment/Operations Information Weather Data Wx Briefing - FSS	Itinerary Last Departu	re Point		Airport F							
Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 285/010 KTS Visibility - 7.0 SM	MACON,GA Destination KENNESAW,G ATC/Airspace HIN OVC Type of Flig	A ht Plan - VFR rance - NONE		Nirport Da MCCOLLU Runway Runway Runway	ata JM Ident Lth/Wid - Surface -	- 27 - 4580/ - ASPHALT - DRY	75				
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 56 Biennial Flight Re		Certificate Flight	e - VALID : Time (Ho		WAIVERS/	IMIT				
PRIVATE SE LAND		- YES Tota - UNK/NR Make		250 250 0	Last 24	Days- UN	2 K/NR 4				
Instrument Rating(s) - NONE											
Narrative E ACFT BOUNCED DURING LANDING AND WHEN IT TH TREES AND CAME TO REST IN A SMALL DITO		THE RWY THE PLT A	TTEMPTED A	GO-AROUND	THE ACF1	COLLIDED					

File No. - 259 2/17/84 KENNESAW, GA A/C Reg. No. N34627 Time (Lcl) - 1430 EST Occurrence #1

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

#### Finding(s)

- 1. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 2. PROPER ALIGNMENT NOT MAINTAINED PILOT IN COMMAND
- 3. RECOVERY FROM BOUNCED LANDING IMPROPER PILOT IN COMMAND
- 4. GO-AROUND ATTEMPTED PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - GO-AROUND (VFR)

#### Finding(s)

5. TERRAIN CONDITION - DITCH

6. OBJECT - TREE(S)

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

File No 233 3/03/84 K	ENNESAW, GA	A/C Reg. No. No	Time (Lc1) - 1740 EST				
Basic Information Type Operating Certificate-NONE (GE  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING		Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Injur Serious O O	ies Minor O O	
Aircraft Information Make/Model - CESSNA P210N Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - 4000 No. of Seats - 6	E Number Engine	- RECIP-FUEL I		ELT :	Installed/A tall Warnin		
Lowest Ceiling - 10000 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure DETROIT,MI Destination KENNESAW,GA  ATC/Airspace SCATTERED Type of Flight BROKEN Type of Clears	- t Plan - NONE ance - NONE g - TRAFFIC	PATTERN	OFF AII Airport Da MCCOLLI Runway Runway Runway Runway	JM Ident - Lth/Wid - Surface -	09 4580/	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND HELICOPTER  Instrument Rating(s) - NONE	Age - 30 Biennial Flight Rev Current - Months Since - Aircraft Type -	Medical C iew YES Total 17 Make/		e - VALID t Time (Ho 938 53	MEDICAL-WA ours) Last 24 Last 30 Last 90 Rotorcr	Hrs - Days- Days-	UNK/NR UNK/NR 7

320W Time (Lc1) - 1740 EST File No. - 233 3/03/84 KENNESAW, GA A/C Reg. No. N6320W

Phase of Operation CRUISE - NORMAL

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL

### Finding(s)

1. FLUID, FUEL - STARVATION

- 2. FUEL TANK SELECTOR POSITION IMPROPER PILOT IN COMMAND
- 3. CHECKLIST NOT FOLLOWED PILOT IN COMMAND
- 4. EMERGENCY PROCEDURE IMPROPER PILOT IN COMMAND

Occurrence #2

FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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

File No 319 3/07/84 ATLA	NTA,GA	A/C Reg. No. N62	2849	Т.	ime (Lc1) -	0620 ES	Т
Basic Information Type Operating Certificate-ON-DEMAND A Name of Carrier -WILLIFORD A Type of Operation -NON SCHED,D Flight Conducted Under -14 CFR 135 Accident Occurred During -STANDING	VIATION INC	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass Other	Fatal O O O	Injur Serious O O O	ies Minor O O	None 1 0 1
Aircraft Information Make/Model - PIPER PA 31-350 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7000 No. of Seats - 2	Eng Make/Mo Number Engi Engine Type Rated Power	- RECIP-FUEL IN			Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 310/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 25000 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	Itinerary Last Departu SAME AS AC Destination GREER,SC  ATC/Airspace TTERED Type of Flig Type of Clea Type Apch/Ln	C/INC ht Plan - IFR rance - UNK/NR	,	ON AIRE Virport Da WILLIAM Runway Runway Runway	ata M B HARTFIE Ident - Lth/Wid - Surface -	26 10000/	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Biennial Flight Re	view - YES Total - 1 Make/N - UNK/NR Instru	Flight - 2 Model- ument- UNK	: Time (Ho 2758 240	Last 24 Last 30 Last 90		4 NK/NR 113
Instrument Rating(s) - AIRPLANENarrative THE AIRCREWS OF A PIPER PA-31, N62849, & A P RWY 26. THEIR TAXI ROUTE WAS DOWN A PARALLEL LOCATED NEAR THE END OF THE PARALLEL TAXIWAY HIS REAR. THE PLT OF THE PA-30 SAID HE DID N NOT SEE ANY LIGHTS ON THE PA-31, EXCEPT A WH BY THE LANDING LIGHTS OF THE ACFT ON FINAL A	TAXIWAY. THE PA-31 . WHILE HE WAS WAITI OT SEE THE PA-31 IN ITE POSITION LIGHT.	PLT STOPPED AT A GL NG FOR AN ACFT TO L THE DARKNESS UNTIL ALSO, HE REPORTED T	IDE SLOPE AND, THE IT WAS TO THAT HIS N	HOLD LIMPA-30 COMPOSED LATE TO	NE WHICH WA NVERGED FRO STOP. HE D	M	

File No. - 319 3/07/84 ATLANTA, GA A/C Reg. No. N62849 Time (Lc1) - 0620 EST

Occurrence

ON GROUND COLLISION WITH OBJECT Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

- 1. LIGHT CONDITION DAWN
- 2. VISUAL LOOKOUT INADEQUATE PILOT OF OTHER AIRCRAFT
- 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION PILOT OF OTHER AIRCRAFT
- 4. OBJECT AIRCRAFT MOVING ON GROUND

----Probable Cause----

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

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

File No	File No 319 3/07/84 ATLANTA, GA				A/C Reg. No. N7047Y			Time (Lc1) - 0620 EST					
Basic Informat Type Operati Name of Carr	ng Certific		MAND AIR TAXI		Aircraft Da	_		Fatal	Injur	ies Minor	None		
Type of Open	ation	-KEADI	AIR INC	CARGO	SUBSTANTIA Fire		rew	0 Patai	Serious O	Minor	None 1		
Flight Condu	cted Under	-14 CFI	CHED,DOMESTIC R 135	, CARGO	NONE	-	ass	0	0	0	Ö		
Accident Occ	urred Durin	ng -TAXI	. 100		NOILE		ther	ŏ	ŏ	ŏ	-		
Aircraft Infor													
Make/Mode1				Eng Make/Mod		NG IO-320			Installed/A				
Landing Gear			ABLE	Number Engir				5	Stall Warnir	ng System	- YES		
Max Gross Wt				Engine Type			ED						
No. of Seats	_ 2 			Rated Power	- 160 	) HP 							
-Environment/Op	erations Ir	nformation		<b>.</b>					Dunai dunda				
Weather Data	FCC			tinerary	Daine		А	Irport ON AIR	Proximity				
Wx Briefing Method	- FSS - TELEP	HONE		Last Departur				UN AIR	RPURI				
	ss - FULL	HUINE		Destination	J/ INC		۸ ٠	rport D	12+2				
Basic Weathe				TAMPA,FL			Α,	•	M B HARTFIE	ID ATPPO			
	peed- 310/0	10 KTS		TAMEA, IL						26			
	- 15.		Δ	C/Airspace					/ Lth/Wid -		150		
	/Clouds -			Type of Fligh	nt Plan - IF	·R			Surface -				
Lowest Cei	•	- NONE		Type of Clear					/ Status -				
	ns to Visio			Type Apch/Lnd					0 0000	O,			
	ion			. , , , , , , , , , , , , , , , , , , ,									
	of Light												
-Personnel Info	rmation												
Pilot-In-Comm			Age -		Med	dical Certif				WAIVERS/	LIMIT		
Certificate		s)		ial Flight Rev	/iew			Time (F					
COMMERCI			Cı	urrent -						Hrs -			
SE LAND,	ME LAND			onths Since -		Make/Model		19	Last 30	Days- UN			
			Α.	ircraft Type -	- UNK/NR	Instrument			Last 90	Days-	181		
						Multi-Eng	- 10	65					
Instrume	nt Rating(s	;) - AIRPl	_ANE										
-Narrative													
AIRCREWS OF A	PIPER PA-31	, N62849,	& A PIPER PA-	-30, N7047Y, F	ROCEEDED TO	TAXI AT DAY	WN FRO	M A CAR	GO RAMP TO				
26. THEIR TAXI										S			
ATED NEAR THE E	ND OF THE P	ARALLEL TA	XXIWAY. WHILE	HE WAS WAITIN	IG FOR AN AC	FT TO LAND,	THE P	A-30 CO	NVERGED FRO	М			
REAR. THE PLT	OF THE PA-3	O SAID HE	DID NOT SEE 1	THE PA-31 IN T	HE DARKNESS	UNTIL IT W	AS TO	LATE TO	STOP. HE D	ID			
SEE ANY LIGHTS									S DETERRED				
THE LANDING LIG	HTS OF THE	ACFT ON F	INAL APCH. BOT	TH ACFT WERE S	SUBSTANTIALL	Y DAMAGED B	Y IMPA	CT,					

File No. - 319 3/07/84 ATLANTA,GA A/C Reg. No. N7047Y Time (Lc1) - 0620 EST

Occurrence
Phase of Operation

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LIGHT CONDITION - DAWN

- 2. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION PILOT IN COMMAND
- 4. OBJECT AIRCRAFT PARKED

----Probable Cause----

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

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

-Basic Information						
Type Operating Certificate-NONE (GENER		aft Damage FANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL	_	Crev		0	0	1
Flight Conducted Under -14 CFR 103 Accident Occurred During -LANDING	NONE	Pass		0	0	0
-Aircraft Information Make/Model - CONDOR III Landing Gear - TRICYCLE-FIXED		KAWASAKI TC-440-LC		Installed/A tall Warnin		
Max Gross Wt - UNK/NR No. of Seats - 2	Engine Type - F	RECIPROCATING-CARBUR 250 HP	RETOR	tall wallill	y system	NO
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	ON AIR	STRIP		
Method - N/A Completeness - N/A	CALHOUN,GA Destination		Airport D	10+0		
Basic Weather - VMC	SAME AS ACC/INC		•	E FLITE		
Wind Dir/Speed- 200/015 KTS	SAME AS ACC/INC				UNK/NR	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	n - NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance				ROUGH	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 48				IVERS/LIM	11 1
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YES	Flig Total -	Int lime (H	ours)	Une - IIN	IV /ND
SE LAND, ME LAND	Current - YES Months Since - 8	Make/Model =	9000	Last 24	Dave- UN	IK/ND
SE LAND, ME LAND	Aircraft Type - UNK/N	JR Instrument-	700	Last 90	Days UN	IK/NR
	, , , s, a, c , , , po s, i, , ,	Make/Model- NR Instrument- Multi-Eng - L	INK/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE						
-Narrative						
TWO PLACE ULTRALIGHT ACTT CRASHED 30FT SH	IODT OF THE DWY DUE TO FUEL	EVILABLETTON THE AC	ET UAD DEE	N ELVING IN	TO 4 HEAD	)

File No. - 380 5/20/84 KENNESAW, GA A/C Reg. No. N4443M Time (Lc1) - 1020 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND

2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

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

File No 390 3/25/84 DELW	EIN,IA A/C Re	eg. No. N2128P	Т	ime (Lc1) -	1730 CST	
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraf	t Damage		Injur	ies	
,,,	NONE	·····-· <b>9</b> -	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-23-150	Eng Make/Model - LYG					
Landing Gear 🕒 TRICYCLE-RETRACTABLE	Number Engines - 2			tall Warnin	g System -	YES
Max Gross Wt - 3800	Engine Type - REC		ETOR			
No. of Seats - 5	Rated Power :	150 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN			UNK/NR			
Method - N/A	OELWEIN, IA					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC					
Wind Dir/Speed- 110/006 KTS	4				N/A	
Visibility - 10.0 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information		M-11-1 01(C)		MEDICAL MA	TVEDC /L TMT	_
Pilot-In-Command	Age - 58	Medical Certifica			I VER 2/ LIMI	ı
Certificate(s)/Rating(s)	Biennial Flight Review	Total -	ht Time (H	Last 24	Una	
COMMERCIAL, CFI	Current - YES	Make/Model-			Days- UNK	/ND
SE LAND, ME LAND, SE SEA	Months Since - 16 Aircraft Type - UNK/NR		601 105	Last 30 Last 90	Days- UNK	./ NR 1
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -		Rotorcr		8
		Multi-Eng -	901	ROTOFCE	art -	٥
Instrument Rating(s) - AIRPLANE						
-Narrative						
ACFT LANDED GEAR UP. THE PILOT SAID HE W	AS DISTRACTED BY THE CALL OF	ANOTHER ACET ON U	NICUM & BF	GAN LOOKING	FOR THAT	
CED GEAR OF . THE FIELD ONLY	DIG.MAGILO DI MIL OALL OI					
T IN OR NEAR THE TRAFFIC PATTERN.						

File No. - 390 3/25/84 OELWEIN,IA A/C Reg. No. N2128P Time (Lc1) - 1730 CST

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

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

----Probable Cause---The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1

-Basic Information-										T 
Type Operating O		∍-NONE (GEN	JERAL AVIA	TION) Airc	raft Da	ımaqe		Ini	uries	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		( ==		NON			Fatal	-		None
Type of Operatio	on	-INSTRUCTI	ONAL	Fire		Crev	v 0	0	0	1
Flight Conducted				NON	E	Pass	0	0	0	0
Accident Occurre	ed During	-TAKEOFF								
-Aircraft Informati	on									
	CESSNA 152			Eng Make/Model -						
Landing Gear -		IXED		Number Engines -				Stall Warr	ing System	- YES
Max Gross Wt -				Engine Type -	RECIPE	OCATING-CARBUR	RETOR			
No. of Seats -	2			Rated Power -	110	) HP				
-Environment/Operat	ions Infor	mation								
Weather Data				tinerary			•	: Proximity	•	
		RD OF BRIEF	ING	Last Departure Po			ON AI	RPORT		
	- N/A			SAME AS ACC/INC						
Completeness				Destination			Airport			
Basic Weather Wind Dir/Speed		LTC		LOCAL			PREST	UN IV Ident	- 03	
Visibility			٨	TC/Airspace					- 03 - 3170/	50
Lowest Sky/Clo				Type of Flight Pl	an - MC	NF			- ASPHALT	
Lowest Ceiling			ROKEN	Type of Clearance				y Status	- DRY	
Obstructions t				Type Apch/Lndg				., 0	2	
Precipitation	-			rype riperity zitteg						
Condition of L										
-Personnel Informat	:ion									
Pilot-In-Command			Age -	17	Med	lical Certifica	ite - VALI	D MEDICAL-	NO WAIVERS	/LIMIT
Certificate(s)/	Rating(s)		Bienn	ial Flight Review			ght Time (			
STUDENT			_	urrent - N/A		Total -	11	Last	24 Hrs -	. 1
				onths Since - N/A		Make/Model-	11	last	30 Davs- U	
			А	ircraft Type - N/A		Instrument-	0	Last	90 Days-	1
Instrument R	ating(s)	- NONE								
-Narrative										
SOLO STUDENT PLT W	AS MAKING	A TAKEOFF	AFTER A T	OUCH-AND-GO LANDIN	G. THE	ACFT SWERVED T	O THE LEF	T, COLLIDE	D WITH A	
WBANK, AND NOSED OV										
-										

File No. - 204 3/15/84 PRESTON, ID A/C Reg. No. N48757 Time (Lc1) - 1800 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK NOSE OVER Occurrence #3 Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,4

PAGE 93

File No 248 3/22/84	HAILEY,ID	A/C Reg. No.	N85763		Гime (Lc1) -	1200 MST	「 
Basic Information Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Damage	<b>=</b>		Injur		
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUC Flight Conducted Under -14 CFR	CTIONAL	Fire	Crew	0	0	0	2
Accident Occurred During -TAXI	91	NONE	Pass Other	0	0	0	0
Accident occurred buring -TAXI			Utner 				2 
Aircraft Information							
Make/Model - AERONCA 7AC		e/Model - CONTINENTA			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXE					Stall Warnin	g System	- UNK/NR
Max Gross Wt - 1220		Type - RECIPROCAT	TING-CARBURE	TOR			
No. of Seats - 2	Rated P	ower - 65 HP					
Environment/Operations Information-						•	
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRI		arture Point		ON AIR	RPORT		
Method - N/A	HAILEY	•					
Completeness - N/A	Destinati	on		Airport [			
Basic Weather - VMC	LOCAL				MAN MEMORIAL		
Wind Dir/Speed- 130/005 KTS						13	
Visibility - 50.0 SM	ATC/Airspa				/ Lth/Wid  -		100
	SCATTERED Type of				/ Surface -		
Lowest Ceiling - NONE		Cleanance - NONE		Runway	/ Status -	DRY	
Obstructions to Vision- NONE	Type Apo	h/Lndg - FULL S	STOP				
Precipitation - NONE	_						
Condition of Light - DAYLIGHT	「 						
Personnel Information							
Pilot-In-Command	Age - 59				MEDICAL-WA	IVERS/LIM	fIT
Certificate(s)/Rating(s)	Biennial Fligh			it Time (H			
COMMERCIAL, CFI	Current		tal -	7339	Last 24	Hrs - UN	IK/NR
SE LAND, ME LAND	Months Sin	- <del>-</del>		10	Last 30	Days- UN	IK/NR
	Aircraft T		strument-		Last 90	Days-	121
		Mul	lti-Eng -	925			
Instrument Rating(s) - AIRPLA	ANE	•					
Narrative							
	NA THE ACTIVE DUY AFT	ED / 44/D TAID 44/D 4D01/4	IDLOODED DU	DING THE	SWEDVE THE	LEET WING	2
STUDENT DIT ATTEMPTED TO TAYE BACK (	IN THE ACTIVE DWY AFT	FR LANDING AND GROWN					
STUDENT PLT ATTEMPTED TO TAXI BACK OF ACTED A SNOW BANK. THE STUDENT PLT F			NDLUUPED. DU	RING THE	SWERVE THE	CELL MING	•

File No. - 248 3/22/84 HAILEY,ID A/C Reg. No. N85763 Time (Lc1) - 1200 MST

Occurrence LOSS OF CONTROL - ON GROUND Phase of Operation TAXI - FROM LANDING

Finding(s)

- 1. TERRAIN CONDITION SNOWBANK
- 2. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 3. GROUND LOOP/SWERVE NOT CORRECTED PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Īni	uries	
Type operating berinning to the total water	AL AVIATION)	DESTROYED		Fatal	Serious		None
Type of Operation -INSTRUCTION	AL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information						_	
Make/Model - CESSNA 150		Model - CONTINENTAL					ed - YES/YE
Landing Gear - TRICYCLE-FIXED			INO CARRURE		all Warr	ing Syste	em - YES
Max Gross Wt - 1600 No. of Seats - 2	Engine ly Rated Pow	pe - RECIPROCATI er - 100 HP	ING-CARBURE	IUR			
No. or seats - 2	Rated Pow	er - 100 HP 					
Environment/Operations Information	<b>.</b>						
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary	B-1-4		Airport F		•	
Method :- N/A	G Last Depar SAME AS			ON AIRF	URI		
Completeness - N/A	Destination	• -		Airport Da	1+2		
Basic Weather - VMC	SAME AS			CHALLIS			
Wind Dir/Speed- CALM	SAME AS	100, 110			Ident	- 16	
Visibility - 15.0 SM	ATC/Airspace					- 4600/	′ 60
Lowest Sky/Clouds - CLEAR	Type of Fl	ight Plan - NONE		Runway	Surface	- ASPHAL	т.
Lowest Ceiling - NONE		earance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - STRAIGH					
Precipitation - NONE		TOUCH A	AND GO				
Condition of Light - DAYLIGHT							
Personnel Information	Acc - LINUX /NID	Mandar - 1	Certificat	o - UNIZ/AID	•		
Pilot-In-Command Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight			e - UNK/NR it Time (Ho			
STUDENT			al -	·		24 Hrs -	4
31002.44	Months Since		e/Model-			30 Days-	
	Aircraft Typ		rument-		Last	90 Days-	8
	<b>,</b> .	,				•	
Instrument Rating(s) - NONE							
Narrative							
STUDENT PLT ON A SUPERVISED SOLO FLT MAD	E A HARD LANDING A	ND DUDING THE BOUNG	THE AC	ET HIT NOS	E CEAD E	TOST THE	•

File No. - 235 4/13/84 CHALLIS, ID A/C Reg. No. N3907J Time (Lcl) - 1730 PST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - MISJUDGED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 4. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

Basic Information								
Type Operating Certific	cate-AGRICULTU	RAL AIRCRAFT	Aircraft SUBSTAN		Fatal	Inju Serious		None
Type of Operation	-AERIAL AP	PLICATION	Fire	Cre		0	0	1
Type of Operation Flight Conducted Under	-14 CFR 13	7	NONE	Pa	-	Ö	Ö	0
Accident Occurred Durin								
Aircraft Information								
Make/Model - GRUMMAN			Make/Model - P&W			Installed/		
Landing Gear - TAILWHI Max Gross Wt - 6075	EEL-ALL FIXED		per Engines - 1 The Type - TURE		,	Stall Warni	ng System	- UNK/NF
No. of Seats - 1		_	ne lype - luki ed Power - 6					
Environment/Operations In Weather Data	nformation	T # 2 m = m =			<b>A</b>	Bu and day to		
	CORD OF BRIEF	Itinera	iry Departure Point			Proximity RPORT/STRI	D .	
Method - N/A	TOOKE OF BRILE		ME AS ACC/INC		011 4	.KI OKI/ SIKI	•	
Completeness - N/A		Destir	·		Airport [	ata		
Basic Weather - VMC		LOC	CAL					
Wind Dir/Speed- 310/0		ATO /A :					- N/A	
Visibility - 30. Lowest Sky/Clouds -		ATC/Air		NONE		/ Lth/Wid / Surface		
	- 25000 FT B		of Clearance -				- DRY	
Obstructions to Visio			Apch/Lndg -			•	HIGH VEG	ETATION
Precipitation								
Condition of Light	- DAYLIGHT							
Personnel Information Pilot-In-Command		A ===		Andinal Cambisi	\/ALTE	MEDICAL N	O WATVERS /	
Certificate(s)/Rating(	(s)	Age - 4	ight Review	Medical Certifio F1	cate - VALIL ight Time (F		U WAIVERS/	LIMII
COMMERCIAL	. 3 /	Current	_				4 Hrs -	10
SE LAND, ME LAND		Months	Since - 14			Last 3		K/NR
		Aircraf	t Type - UNK/NR	Instrument-	5	Last 9	O Days-	200
				Multi-Eng -	10			
Instrument Rating(s	s) - NONE							
Nama + 4								
Narrative NG AERIAL APPLICATION THE	ENGINE LOST	DOMED & V EUDUE	D LANDING WAS INT	TIATED TO A WH	EAT ETELD F	HIDING THE	LANDING	
OACH THE ACFT STALLED AT								
ALED A BROKEN MASTER ROD.			Zimbel indice					

File No 3	91 5/17/84	CRAIGMONT,ID	A/C Reg. No. N48373	Time (Lcl) - 1615 PDT
Occurrence #1 Phase of Operation			LFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY	,MASTER ROD - FAIL			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING			
Occurrence #3 Phase of Operation				
Finding(s) 2. STALL - PERFORM				
Occurrence #4 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that t	he Probable Cause(s) of this accide	ent

is/are finding(s) 1,2

-Basic Information Type Operating		-COMMUTER			Aircraft D	amage		In	juries	
Name of Carrier		-BRITT AIR	RWAYS, INC.		SUBSTANTI	AL	Fata	l Seriou	•	r None
Type of Operati Flight Conducte	on	-SCHEDULE	,DOMESTIC	C,PAX/CARGO	Fire	Cr	ew 0	0	0	2
Flight Conducte Accident Occurr	d Under ed During	-14 CFR 13 -TAXI	35		NONE	Pa	ss O	0	s Mino O O	9
-Aircraft Informat				1		ANADA DTOA OO		T T1-11-	-1/4-4	VEC/N
Make/Model - Landing Gear -				Ling Make/Mo	ines - U/A C	ANADA PT6A-20	, E	ı installe Stall War		
Max Gross Wt -		LIKACIABLE	-	Fngine Type	TURBO	PROP		Stair war	iiiig Syst	em its
No. of Seats -				Rated Power						
-Environment/Opera Weather Data	tions Infor	mation		Itinerary			Ainna	rt Proximit		
Wx Briefing	- COMPANY			Last Departi	ire Point			AIRPORT	У	
Method	- IN PERSO	N		SAME AS A			0,1	TINI ON I		
Completeness				Destination			Airpor	t Data		
Basic Weather				STERLING,	I L					
Wind Dir/Spee				TO / A d m = m = = =				way Ident		
Visibility Lowest Sky/Cl				ATC/Airspace Type of Flig	nht Dlan - I	ED		way Lth/Wid way Surface		
Lowest Sky/Cr	a -	400 FT (		Type of Clea				way Status		
Obstructions				Type Apch/L				,		
Precipitation										
Condition of	Light - 	DAYLIGHT 								
-Personnel Informa Pilot-In-Command			Age -	- 53	Me	dical Certifi	cate - VAI	_ID MEDICAL	-WAIVERS/	LIMIT
Certificate(s)			Bienr	- 53 nial Flight Re	eview		ight Time			
COMMERCIAL,		Υ		Current						
SE LAND, ME	LANU			Months Since Aircraft Type		Make/Model- Instrument-	4078 950	Last	90 Days-	196
			•	Therait Type	- UNK/INK	Multi-Eng -		Last	30 Days	130
Instrument	Rating(s)	- AIRPLANE								
-Narrative										
MAIN GEAR RETRACT										
R MAINTENANCE VALV	E PN22400-1	, SN19 MAN	JUFACTURED	BY AIRRIGHT	INC HAD COR	RODED AND WAS	ALLOWING	STRAY VOLT	AGE TO CY	CLE

File No. - 286 1/02/84 GALESBURG, IL A/C Reg. No. N317VA Time (Lc1) - 2130 CST

Occurrence Phase of Operation TAXI - TO TAKEOFF

GEAR COLLAPSED

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - IMPROPER

2. ELECTRICAL SYSTEM, ELECTRIC SWITCH - CORRODED

----Probable Cause----

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

-Basic Information									
Type Operating	Certificate-N	ONE (GENERAL A	AVIATION)	Aircraft Damag SUBSTANTIAL	ie	Fatal	Injur Serious	ies Minor	None
Type of Operation Flight Conducted Accident Occurre	d Under -1			Fire NONE	Crew Pass	0	0	0	1 0
-Aircraft Informat Make/Model - Landing Gear - Max Gross Wt - No. of Seats -	CESSNA 150G TRICYCLE-FIX 1600	ED	Number Eng	e - RECIPROCA	TING-CARBUR	S	Installed/A		
-Environment/Opera	tions Informa	 tion							
Weather Data Wx Briefing Method Completeness Basic Weather Wind Dir/Speed Visibility Lowest Sky/Cla Lowest Ceiling Obstructions Precipitation Condition of	- UNK/NR - UNK/NR - UNK/NR - VMC - 350/014 KT - 10.0 S - 10.0 S - UN - N0	S M K/NR SCATTER NE NE NE		CC/INC  ght Plan - NONE arance - NONE		ON AIR Airport D OLSON Runway Runway Runway	Data / Ident - / Lth/Wid - / Surface -		100
-Personnel Informa Pilot-In-Command Certificate(s), COMMERCIAL, SE LAND,SE	/Rating(s) CFI		ge - 60 ennial Flight R Current Months Since Aircraft Type	eview - UNK/NR To - UNK/NR Ma - UNK/NR In		nt Time (H 15000 NK/NR NK/NR	Last 24 Last 30 Last 90	Hrs -	1 K/NR 4
Instrument	Rating(s) -	JNK/NR							
-Narrative ACFT NOSED OVER DUE E ANALYZED AND FOUR						Γ OIL SAMP	LES FROM TH	E ACFT	

1/08/84 PLATO CENTER, IL Time (Lc1) - 0830 CST File No. - 239 A/C Reg. No. N2396U Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. IGNITION SYSTEM, SPARK PLUG - CRACKED 2. SABOTAGE - INTENTIONAL - OTHER PERSON 3. ENGINE ASSEMBLY, CYLINDER - BURNED 4. FLUID, OIL - CONTAMINATION Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - SNOWBANK ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.4

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

-Basic Information							
Type Operating Certificate-NON	E (GENERAL AVIATION)	Aircraft Damage DESTROYED		Fatal		uries Minor	None
Type of Operation -PER Flight Conducted Under -14 Accident Occurred During -MAN	CFR 91 EUVERING	Fire NONE	Crew Pass	1 0	0	-	0
-Aircraft Information Make/Model - CESSNA 152-II Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make Number E Engine T	/Model - LYCOMING 0-23 ngines - 1 ype - RECIPROCATING wer - 110 HP		S.		/Activated ing System	
-Environment/Operations Informati Weather Data Wx Briefing - NO RECORD OF Method - N/A Completeness - N/A Basic Weather - VMC	Itinerary	RT,IL		Airport I UNK/NR	Proximity		
Wind Dir/Speed- 060/012 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 300 Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL	ATC/Airspac O FT SCATTERED Type of F Type of C Type Apch,			Runway Runway	Ident Lth/Wid Surface Status		
-Personnel Information Pilot-In-Command	Age - 16	Medical Co	rtificate	VALID	MEDICAL -	WAIVERS/LI	ATT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fliaht	: Time (Ho	ours)		
STUDENT	Current Months Sinc Aircraft Ty	- N/A Total e - N/A Make/M pe - N/A Instru	- lode1 - ıment-	23 23 4	Last : Last : Last !	24 Hrs - 30 Days- 90 Days-	O 1 6
Instrument Rating(s) - UN	K/NR						
-Narrative ACFT WAS OBSERVED ENTERING A SPI N WAVING TO HIS FAMILY AS THE ACF LURE OR MALFUNCTION OF THE AIRCRA	T CIRCLED IN THE VICINITY						

File No. - 351 2/26/84 MANHATTAN,IL A/C Reg. No. N4972H Time (Lc1) - 1215 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

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

File No 256 3/14/84 Basic Information			No. N777CS		ime (Lc1) - 		
Type Operating Certificate-AIR (					Injur		
Name of Carrier -MIDWE	ST AVIATION CORP.	SUBSTANTIA			Serious		None
Type of Operation -SCHED Flight Conducted Under -14 CF	DULED, DOMESTIC, CARGO	Fire	Crew Pass	0	0	0	2 0
Accident Occurred During -LANDI	NG	NOINE	rass	U	U	U	U
Aircraft Information							
Make/Model - CESSNA 401		/Model - CONT N	MOTOR TSIO-520-				
Landing Gear - TRICYCLE-RETRACT Max Gross Wt - 6300		ngines - 2 vpe - RECIP-	ELIEL INJECTED	51	tall Warnir	ig System -	, AE2
No. of Seats - 8		wer - 300					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - UNK/NR	Last Depa MADISON	rture Point		ON AIRE	PURI		
Completeness - WEATHER NOT PE		•		Airport Da	a+a		
Basic Weather - IMC		ACC/INC		MIDWAY	ıca		
Wind Dir/Speed- 170/014 KTS	5 <u>-</u> 7.5	7.00, 2.10			Ident -	13R	
Visibility - 2.500 SM	ATC/Airspac	е		Runway	Lth/Wid -	6519/ 1	75
Lowest Sky/Clouds - UNK/NF		light Plan - If			Surface -		
Lowest Ceiling - 600				Runway	Status -	WET	
Obstructions to Vision- FOG	Type Apch	/Lndg - Il	LS-COMPLETE JLL STOP				
Precipitation - NONE Condition of Light - NIGHT(	DARK)	rt	JLL STOP				
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight	Med Review		ht Time (Ho	ours)		
COMMERCIAL, ATP, CFI	Current	- YES	Total -	8326	Last 24	Hrs -	2
SE LAND, ME LAND		e - UNK/NR	Make/Model- Instrument-	436	Last 30	Days- UNK	NR
	Aircraft Ty	pe - UNK/NR	Instrument- Multi-Eng -		Last 90	Days-	143
Instrument Rating(s) - AIRF	LANE						
Nonnetive							
Narrative   ACFTS LEFT MAIN GEAR COLLAPSED DUR	THE LANDING POLL T	NVESTIGATION DE	VEALED THAT TH	F ROLT ON T	THE TOP POP	TION OF	
LH BELLCRANK ASSEMBLY WAS SHEARED							
INED UNDER A 10 POWER MICROSCOPE T							

File No. - 256 3/14/84 CHICAGO, IL A/C Reg. No. N777CS Time (Lc1) - 2230 CST

Phase of Operation LANDING - ROLL

Occurrence MAIN GEAR COLLAPSED

Finding(s)

- 1. LANDING GEAR, MAIN GEAR ATTACHMENT FAILURE, TOTAL
- 2. MAINTENANCE POOR COMPANY MAINTENANCE PSNL

----Probable Cause----

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

File No	354	3/21/84	JOLIET,IL		A/C Reg	. No. N2	260RA		Time (Lc1) -	0900 CST	
Basic Informat Type Operation Type of Opera Flight Conduct Accident Occi	ng Certific ation cted Under	-BUSIN	ESS R 91		Aircraft SUBSTANT Fire NONE	IAL	Crew	Fatal O O	Injur Serious O O	Minor O	None 1 3
Aircraft Inform Make/Model Landing Gear Max Gross Wt No. of Seats	- CESSNA - TRICYCL - 6800		ABLE	Eng Make/Mod Number Engin Engine Type Rated Power	nes - 2 - RECI	P-FUEL I			Installed/A Stall Warnin		
Environment/Ope Weather Data Wx Briefing Method Completenes Basic Weathe	- FSS - TELEP ss - FULL			Itinerary Last Departu WASH COURT Destination SAME AS AC	HOUS,OH			ON AI			
Lowest Sky,	- 2. /Clouds - ling ns to Visic ion	000 SM UNK/NR - 800 I on- FOG - SNOW	T OVERCAST	ATC/Airspace Type of Fligh Type of Clean Type Apch/Lnd	dg , -	VOR/TVOR	R FERRAIN F	Runwa Runwa Runwa	y Ident - y Lth/Wid - y Surface - y Status -	2970/ ASPHALT	
-Personnel Info			Age	- 32 nnial Flight Rev		ledical (	Centifica	+e - VALT	 D MEDICAL-NO	WATVERS/I	   TMTT
Certificate	(s)/Rating(	s)	Bier	nnial Flight Rev	/iew	earour c	Flig	nt Time (	Hours)	"AIVENS/	
COMMERCIA SE LAND,				Current  Months Since  Aircraft Type	- YES - 5 - UNK/NR	Make/ Instr	- /Model- rument- i-Eng -	70 3 <b>9</b> 0	Last 24 Last 30 Last 90	Hrs - Days- UN Days-	4 K/NR 90
Instrume	nt Rating(s	) - AIRPI	_ANE								
Narrative E ACFT PICKED UP W THE ICE COME OF KE BEGAN VIBRATIN EAR ICE CHUNKS WE RFORMED AT A LATE	F OF THE W NG. HE INCR ERE FOUND C	INGS BUT ( EASED AIR: IN THE RUN	COULD NOT SE SPEED & LOWE WAY WHICH AF	E THE HORIZONTA RED THE NOSE BUPARENTLY BROKE	AL STABILI JT WAS UNA OFF ON LA	ZER. ON BLE TO F NDING. A	SHORT FII FLARE RESI AN OPERAT	NAL AT 10 ULTING IN IONAL CHE	O KTS THE COI A HARD LAND	NTROL ING.	

File No. - 354

3/21/84

JOLIET, IL

A/C Reg. No. N260RA

Time (Lcl) - 0900 CST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

#### Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS

- 2. ANTI-ICE/DE-ICE SYSTEM DELAYED PILOT IN COMMAND
- 3. FLARE NOT POSSIBLE PILOT IN COMMAND

----Probable Cause----

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

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

Type of Operation	-Basic Informat Type Operati		te-NONE	(GENERAL	AVIATION)	Aircraf	t Damage			Inii	uries	
Flight Conducted Under	Type operation	19 00, 11, 100	110 110112	COLITERAL	AVIA (1010)				Fatal			None
Accident Occurred During -LANDING  -Aircraft Information Make/Model - CESSNA P210N	Type of Opera	ation	-BUSIN	ESS		Fire		Crew	0	0	0	1
Aircraft Information Make/Model - CESNA P210N						NONE		Pass	0	0	0	0
Make/Model	Accident Occ	urred During	g -LANDI	VG								
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED Rated Power - 310 HP	-Aircraft Infor	mation										
Max Gross Wt - 3400								TSI0-520				
No. of Seats - 6 Rated Power - 310 HP  -Environment/Operations Information Weather Data			-FIXED						\$	itall Warn	ing System	- YES
-Environment/Operations Information Weather Data Wx Briefing - FSS								INJECTED				
Wx Briefing - FSS	No. of Seats	- 6 			Rated	Power -	310 HP					
Wx Briefing - FSS		erations Inf	ormation									
Method - TELEPHONE CRYSTAL LAKE, IL Completeness - FULL Destination Airport Data Basic Weather - VMC SAME AS ACC/INC DUPAGE Wind Dir/Speed- 040/022 KTS ATC/Airspace Runway Ident - 10 Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 4000/ 75 Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - CONCRETE Lowest Ceiling - 20000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2079 Last 24 Hrs - 3 SE LAND, ME LAND Months Since - 12 Make/Model - 300 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 126 Last 90 Days - 80  Instrument Rating(s) - AIRPLANE										•		
Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 040/022 KTS Visibility - 20.0 SM ATC/Airspace Runway Ident - 10 Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 4000/ 75 Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - CONCRETE Lowest Ceiling - 20000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT	Wx Briefing	- FSS				•			ON AIR	PORT		
Basic Weather - VMC			IUNE			,			4 d m m = 11 d = 1			
Wind Dir/Speed- 040/022 KTS Visibility - 20.0 SM ATC/Airspace Runway Ident - 10 Runway Lth/Wid - 4000/ 75 Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - 20000 FT BROKEN Type of Clearance - VFR Runway Surface - CONCRETE Lowest Ceiling - 20000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2079 Last 24 Hrs - 3 SE LAND, ME LAND Months Since - 12 Make/Model- 300 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 126 Last 90 Days- 80  Instrument Rating(s) - AIRPLANE									•			
Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 4000/ 75 Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - CONCRETE Lowest Ceiling - 20000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL SE LAND, ME LAND Months Since - 12 Make/Model- 300 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 126 Last 90 Days- 80  Instrument Rating(s) - AIRPLANE			2 KTS		SAME	AS ACC/INC					- 10	
Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - CONCRETE Lowest Ceiling - 20000 FT BROKEN Type of Clearance - VFR Runway Status - DRY  Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP  Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL SCUrrent - YES Total - 2079 Last 24 Hrs - 3  SE LAND, ME LAND Months Since - 12 Make/Model- 300 Last 30 Days- UNK/NR  Aircraft Type - UNK/NR Instrument- 126 Last 90 Days- 80  Multi-Eng - 30  Instrument Rating(s) - AIRPLANE					ATC/Airsr	ace						75
Lowest Ceiling - 20000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2079 Last 24 Hrs - 3 SE LAND, ME LAND Months Since - 12 Make/Model - 300 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument 126 Last 90 Days - 80  Instrument Rating(s) - AIRPLANE  -Narrative							- NONE					
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2079 Last 24 Hrs - 3 SE LAND, ME LAND Months Since - 12 Make/Model- 300 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 126 Last 90 Days- 80  Instrument Rating(s) - AIRPLANE  -Narrative	Lowest Cei	ling	- 20000	T BROKEN	Type of	Clearance	VFR					
Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command								0P	-			
-Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 2079 Last 24 Hrs - 3 SE LAND, ME LAND Months Since - 12 Make/Model - 300 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 126 Last 90 Days - 80 Multi-Eng - 30  Instrument Rating(s) - AIRPLANE  -Narrative						_						
Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 2079 Last 24 Hrs - 3 SE LAND, ME LAND Months Since - 12 Make/Model - 300 Last 30 Days - UNK/NR  Aircraft Type - UNK/NR Instrument - 126 Last 90 Days - 80  Multi-Eng - 30  Instrument Rating(s) - AIRPLANE  -Narrative	Condition	of Light	- DAYLIG	⊣T - <i></i>					<b></b>			
Certificate(s)/Rating(s)  Biennial Flight Review  COMMERCIAL  SE LAND, ME LAND  Months Since - 12  Aircraft Type - UNK/NR  Instrument Rating(s) - AIRPLANE  -Narrative	Personnel Info	mation										6
COMMERCIAL Current - YES Total - 2079 Last 24 Hrs - 3 SE LAND, ME LAND Months Since - 12 Make/Model- 300 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 126 Last 90 Days- 80 Multi-Eng - 30  Instrument Rating(s) - AIRPLANE -Narrative			;)	<i>A</i>	ige – 32 Siennial Flig	ht Review					WAIVERS/LIM	IT
Aircraft Type - UNK/NR Instrument- 126 Last 90 Days- 80 Multi-Eng - 30  Instrument Rating(s) - AIRPLANE -Narrative					Current	- YES		1 -	2079	Last :		
Aircraft Type - UNK/NR Instrument- 126 Last 90 Days- 80 Multi-Eng - 30 Instrument Rating(s) - AIRPLANE -Narrative	SE LAND,	IE LAND					Make,	/Model-	300	Last :	30 Days- UN	K/NR
Instrument Rating(s) - AIRPLANE -Narrative					Aircraft	Type - UNK/NR	Insti	rument-	126	Last	90 Days-	80
							Mart	i-Eng	30			
	Instrume	nt Rating(s)	- AIRP	_ANE							,	
PLT STATED THAT A NORMAL LANDING WAS MADE. AFTER LANDING DURING THE ROLLOUT THE ACFT WEATHERVANED AND THE PLT SAID	Narrative					IO DUDINO TUE I	OLLOUT T	HE ACET WE	EATHED\/ANE	D AND THE	DIT CATE	

WEST CHICAGO, IL A/C Reg. No. N4715A Time (Lc1) - 1450 CST File No. - 297 3/28/84

Occurrence

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

#### Finding(s)

- 1. WEATHER CONDITION GUSTS
- 2. WEATHER CONDITION CROSSWIND
- 3. WRONG RUNWAY SELECTED PILOT IN COMMAND
- IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND
- 5. DIRECTIONAL CONTROL NOT POSSIBLE PILOT IN COMMAND
- 6. GROUND LOOP/SWERVE UNCONTROLLED PILOT IN COMMAND

----Probable Cause----

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

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

File No 207 4/11/84 HOFFI	MAN ESTATES,IL	A/C Reg. No. N	N8400B	т	ime (Lc1) -	1155 CST	-
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft Damage			Injur		
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTION	4 L	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER PA-28-161	Eng Make/	Model - LYCOMING 0-	-320-D3G	ELT	Installed/Ad	ctivated	- YES/YES
Landing Gear - TRICYCLE-FIXED			020 000		tall Warning		
Max Gross Wt - 2150	Engine Tv		NG-CARBURE			<b>y</b> - <b>y</b>	
No. of Seats - 4	Rated Pow	er - 160 HP	_				
Environment/Operations Information	• • • • • • • •				B		
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AT	RPORT/STRIP		
Method - N/A	SCHAUMBU	•	,	• D	_4_		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		•	Airport D	ata		
Wind Dir/Speed- 110/008 KTS	LUCAL			Bunyay	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR		ight Plan - NONE			Surface -		
Lowest Sky/Crodds ONK/NK Lowest Ceiling - 25000 FT OVE		earance - NONE				N/A	
Obstructions to Vision- NONE	Type Apch/		LANDING	Kuriway	Status	N/ A	
Precipitation - NONE	Type Aperly	Lindy Tokolb	CANDING				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 49				MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (H			
STUDENT	Current		al -		Last 24		2
	Months Since		e/Model-		Last 30		
	Aircraft Typ	e - N/A Inst	trument-	1	Last 90	Days-	31
Instrument Rating(s) - NONE							
This is different Rating(s) None							
Narrative							
THE ACFT NOSED OVER IN A PLOWED FIELD AFTER	THE PLT MADE AN OF	F-ARPT LANDING. THE	PLT SAID H	HE WAS PR	ACTICING TU	RNS	
AROUND A POINT WHEN HE NOTICED A LOSS OF ALT	AND A SPUTTERING	OF THE ENGINE. SINC	E HE WAS LO	W HE DEC	IDED TO LANG	D. (THERE	
WAS A SOD STRIP 1/2 MILE FROM THE FIELD CHOSE	N.) DURING THE LA	NDING ATTEMPT A WIN	IG WAS DRAGO	GED WHILE	TURNING TO	AVOID	
WORKMEN AND THE ACFT FINALLY NOSED OVER. POST							
CRASH RELATED.							
<del>-</del>							

4/11/84 File No. - 207 HOFFMAN ESTATES, IL A/C Reg. No. N8400B Time (Lcl) - 1155 CST Occurrence #1 LOSS OF POWER Phase of Operation MANEUVERING Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN NOSE OVER Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. TERRAIN CONDITION - SOFT 3. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1

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

File No 260 5/05/84 MING	DNK,IL A/C Reg	g. No. N9268G	Т	ime (Lc1)	-	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraft	Damage		Inj	uries	
	SUBSTAN	ΓIAL	Fatal	Minor	None	
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - CESSNA 182N	Eng Make/Model - CON	MOTOR 0-470-R25			/Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warn	ing System	- YES
Max Gross Wt - 2800	Engine Type - RECI		TOR			
No. of Seats - 4	Rated Power - 2	230 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN			ON AIR	STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC		DAVISO			
Wind Dir/Speed- 210/007 KTS	/			Ident	- 18	<b>7</b> 0
Visibility - 15.0 SM	ATC/Airspace	NONE			- 2200/	
	ATTERED Type of Flight Plan -				- GRASS/TL	IKF
Lowest Ceiling - 25000 FT OVE Obstructions to Vision- NONE	ERCAST Type of Clearance - Type Apch/Lndg -		Runway	Status	- WEI	
Precipitation - NONE	Type Apch/ Lndg -	NUNE				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 26 M	Medical Certifica <sup>.</sup>	te - FXPIR	FD		
Certificate(s)/Rating(s)			nt Time (H			
PRIVATE	Biennial Flight Review Current - YES Months Since - 19	Total -	180	Ĺast	24 Hrs -	0
SE LAND	Months Since - 19	Make/Model-	128	Last	30 Days- UN	IK/NR
	Aircraft Type - UNK/NR	Total - Make/Model- Instrument-	4	Last	90 Days-	2
Instrument Rating(s) - NONE						
Narrative						
Narrative ACFT RAN OFF THE DEPARTURE END OF THE RI						
Narrative	WERED 10 DEG OF FLAPS INSTEAD	OF THE RECOMMENDE	D 20 DEG			

File No. - 260 5/05/84 MINONK,IL A/C Reg. No. N9268G Time (Lc1) - 1300 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. LOWERING OF FLAPS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. LANDING GEAR,NOSE GEAR - OVERLOAD
5. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

Basic Information Type Operating Certificate-	NONE (GENERAL AVI	(ATION) Aircraf	t Damage			Inju	ries	
Type operating our en roate	MONE (GENERAL AVI	SUBSTA			Fatal			None
Type of Operation -		Fire		Crew	0	0	0	1
Flight Conducted Under -		NONE		Pass	0	0	0	0
Accident Occurred During -	LANDING							
Aircraft Information								
Make/Model - BEECH V35B	TB 4 GT 4 D1 F	Eng Make/Model - CO		-520-BA		Installed/		
Landing Gear - TRICYCLE-RE	TRACTABLE	Number Engines - 1		FOTED	S	tall Warni	ng System	- YES
Max Gross Wt - 3400 No. of Seats - 5		Engine Type - RE Rated Power -		ECTED				
		Rated Fower	205 HF					
Environment/Operations Inform Weather Data		Itinanany			Ainmant	Dnavimit		
Weather Data Wx Briefing - NO RECORD		Itinerary Last Departure Point			ON AIR	Proximity		
Method - N/A	OF BRIEFING	CHICAGO, IL	•		UN AIR	-UK I		
Completeness - N/A		Destination			Airport D	ata		
Basic Weather - VMC		WEST CHICAGO.IL		•	DU PAG			
Wind Dir/Speed- 360/010 K	TS	•			Runway	Ident	- 33	
Visibility - 12.0	-	ATC/Airspace				Lth/Wid		100
Lowest Sky/Clouds -						Surface		
Lowest Ceiling - No		Type of Clearance			Runway	Status	- DRY	
Obstructions to Vision- N		Type Apch/Lndg		TTERN				
Precipitation - No Condition of Light - D			FULL STOP					
Personnel Information Pilot-In-Command	Age	- 45	Medical Cer	tificate	e - VALID	MEDICAL-W	AIVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Bier	nnial Flight Review	Total	F1 igh	t Time (H			
STUDENT		Current - N/A	Total				4 Hrs -	
		Months Since - N/A Aircraft Type - N/A	Make/Mo		35	Last 3	O Days- UN	K/NR
		Aircraft Type - N/A	Instrum	ent-	1	Last 9	O Days-	35
Instrument Rating(s) -	UNK/NR							
Narrative				D UE TO	ICHED DOW	N ON ALL TI	HREE GEAR.	
Narrative ACFT BOUNCED DURING LANDING A	ND LOST THE NOSE	GEAR IN THE PROCESS. T	HE PLI STATE	D HE IUI	JUILD DOWN			

File No. - 245 5/14/84 WEST CHICAGO,IL A/C Reg. No. N666OT Time (Lc1) - 1830 CDT

Discourrence #1

Occurrence #1 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

.

Occurrence #2

NOSE GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD

5. LANDING GEAR, NOSE GEAR - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.2.3

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

File No 398 4/08/84 LAFAY	ETTE, IN	/C Reg. No. N567	38	Τi	me (Lc1) -	1745 EST	
Basic Information Type Operating Certificate-NONE (GENERAL	DE	rcraft Damage SSTROYED	_	Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fir ON	e I GROUND	Crew Pass	0	0	0	0
Aircraft Information Make/Model - PIPER PA-28R-200 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2900 No. of Seats - 4	Number Engines	- RECIP-FUEL INJ			nstalled/A all Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 100/015 KTS Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 7500 FT OVERG Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DAYLIGHT	Itinerary Last Departure F SAME AS ACC/IN Destination LOCAL  ATC/Airspace Type of Flight F CAST Type of Clearand Type Apch/Lndg	IC 11an - NONE 1:e - NONE		Airport Da ARETZ Runway Runway Runway	PORT/STRIP	N/A N/A ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 22 Biennial Flight Review Current - YE Months Since - UN Aircraft Type - UN	S Total K/NR Make/Mo	Fligh <sup>.</sup> - del- ent-	t Time (Ho 248 10		Hrs - Days- UNK	0
Instrument Rating(s) - AIRPLANE							
THE PILOT WAS PRACTICING ACCURACY LANDINGS WHE TO INCREASE THE THROTTLE SETTING THERE WAS NO ELECTRIC WIRE, A STREET SIGN & AN AUTOMOBILE. MIXTURE CONTROL IN IDLE CUTOFF & THE THROTTLE MIXTURE CONTROL MAY HAVE BEEN LEANED IN LIEU CLANDING. AN ENGINE RUN WAS SUCCESSFULLY ACCOME	RESPONSE. IN AN ATTEMP AN ON-GROUND FIRE INSU FULL OPEN. DUE TO SIMI OF MOVING THE PROP CONT	T TO LAND ON A H ED. THE PROP CON LARITY OF THE MI ROL TO HIGH PITC	IGHWAY ( TROL WAS XTURE &	ON-RAMP TH S FOUND IN PROP CONT	E ACFT STRI HIGH PITCI ROL KNOBS	UCK AN H, THE THE	

File No. - 398 4/08/84 LAFAYETTE, IN A/C Reg. No. N56738 Time (Lc1) - 1745 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. MIXTURE - INADVERTENT USE - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 3. OBJECT - WIRE, STATIC 4. OBJECT - OBJECT 5. OBJECT - VEHICLE 6. COMPENSATION FOR WIND CONDITIONS - NOT IDENTIFIED - PILOT IN COMMAND Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2,6

Basic Information						
Type Operating Certificate-NONE (GENERA	L AVIATIUN) Aircraf SUBSTA	t Damage NTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	Ö	Ö	0
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - PIPER PA-28-161	Eng Make/Model - LY	COMING 0-320-D3G	ELT	Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System -	- YES
Max Gross Wt - 2150 No. of Seats - 4	Engine Type - RE Rated Power -	CIPRUCATING-CARBUR 160 HP	EIUR			
	rated   Owel					
Environment/Operations Information Weather Data	Itinerary		Ainmont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				RPORT/STRIP		
Method - N/A	SAME AS ACC/INC		011 41	KI OKI / SIKII		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		MILLER			
Wind Dir/Speed- 150/005 KTS				-	N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan			Surface -	ASPHALI DRY	
Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status -	DRY	
Precipitation - NONE	Type Apelly Elling	140145				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 46	Medical Certifica			IVERS/LIM	T
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)		
PRIVATE	Current - YES	Total -	544	Last 24	Hrs ~	1
SE LAND	Months Since - 20	Make/Model-	544	Last 30	Days- UNK	(/NR
	Aircraft Type - UNK/NR	Total - Make/Model- Instrument-	74	Last 90	Days-	45
Instrument Rating(s) - AIRPLANE						
Narrative						
PLT WAS ATTEMPTING A TAKEOFF ON A COUNTRY						
UP FOR A SHORT FIELD TAKEOFF SO HE DECIDE		OFF ABORT THE ACFT	STRUCK A	TREE ALONG	SIDE	
ROAD AND THE THE ACFT SWERVED OFF THE RIGH	HT SIDE OF THE ROAD.					

File No. - 277 4/25/84 BLUFFTON, IN A/C Reg. No. N83088 Time (Lc1) - 1345 EST

Occurrence ON GROUND COLLISION WITH OBJECT

Finding(s)

- 1. OBJECT TREE(S)
- 2. ABORTED TAKEOFF ATTEMPTED PILOT IN COMMAND

Phase of Operation TAKEOFF - GROUND RUN

3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2.3$ 

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

<pre>-Basic Information Type Operating Certificate-NONE (GENE</pre>	DAL AVTATION)	Aircraft Dama	300		Injur	ios	
Type operating certificate none (dene	RAL AVIATION)	SUBSTANTIAL		Fatal			None
Type of Operation -INSTRUCTIO	NAL	Fire		0	0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - PIPER PA-32-260		Model - LYCOMING			Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400		ngines - 1 pe - RECIPRO			tall Warning	g System	- YES
No. of Seats + 6	Rated Po			IUR ,			
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI		ture Point		ON AIR			
Method - N/A	SAME AS						
Completeness - N/A	Destination	1		Airport D			
Basic Weather - VMC Wind Dir/Speed- CALM	LOCAL				MUNICIPAL	22	
Visibility - 7.0 SM	ATC/Airspace	•			Ident - Lth/Wid -		100
Lowest Sky/Clouds - CLEAR		ight Plan - NONE	<u> </u>		Surface -		
Lowest Ceiling - NONE		earance - NONE			Status -		
Obstructions to Vision- NONE	Type Apch/	Lndg - NONE	Ī				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 53	Manti	cal Certificat	- VALTO	MEDICAL WA	TVEDC /L TM	· -
Certificate(s)/Rating(s)	Biennial Flight	Review	ar Certificati Fligh	t Time (H	MEDICAL-WA.	IVERS/LIM	11
STUDENT	Current	- N/A	cal Certificato Fligh Total -	32	Last 24	Hrs - UN	K/NR
<u> </u>	Months Since	- N/A N	Make/Model-	27	Last 30	Days- UN	K/NR
	Aircraft Typ	e - N/A	Instrument- UN Multi-Eng - UN	K/NR	Last 90	Days- UN	K/NR
		N	Multi-Eng - UN	K/NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - NONE							
-narrative STUDENT PLT REPORTED THAT DURING A LAND					<u></u>		

File No. - 330 4/25/84 MARION, IN A/C Reg. No. N3874W Time (Lc1) - 0930 EDT Occurrence HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND

2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

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

Basic Information	NEDAL AVIATION)	Ainought Demage			Inju	2.00	
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Minor	None	
Type of Operation -PERSONAL		Fire	Crew	0	Serious O	0	1
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	3
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER PA-28-180		Model - LYCOMING 0-	360-A3A		Installed/		
Landing Gear - TRICYCLE-FIXED		gines - 1	NO CARRUPE		tall Warnii	ng System	- YES
Max Gross Wt - 2175 No. of Seats - 4	Engine ly Rated Pow	pe - RECIPROCATI ver - 180 HP	NG-CARBURE	IUR			
No. or seats - 4	Raled POW	er – 160 ne					
Environment/Operations Information							
Weather Data	Itinerary	tuma Daimt		ON AIR	Proximity		
Wx Briefing - FSS Method - TELEPHONE	SAME AS	ture Point		UN AIRI	PURI		
Completeness - WEATHER NOT PERTI		•		Airport Da	ata		
Basic Weather - VMC	SAME AS		,		TE MUNI		
Wind Dir/Speed- 190/006 KTS	•			Runway	Ident	- 20	
Visibility - 9.0 SM	ATC/Airspace	•			Lth/Wid		60
Lowest Sky/Clouds - UNK/NR		ight Plan - NONE			Surface		
	OVERCAST Type of Cl			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - TRAFFIC					
Precipitation - NONE Condition of Light - NIGHT(BRI	CHT)	FULL ST	UP				
Personnel Information Pilot-In-Command	Age - 33	Modical	Certificate	a - VALID	MEDICAL -W.	ATVEDS/LTM	17.7
Certificate(s)/Rating(s)	Biennial Flight			t Time (H		divens/ cir	11
PRIVATE	Current			143	Last 2	4 Hrs -	2
SE LAND	Months Since	- 19 Make	/Model-	127	Last 3	Days- UN	IK/NR
	Aircraft Typ	e - 19 Make be - UNK/NR Inst	rument-	6	Last 9	Days-	12
Instrument Rating(s) - UNK/NR							
Narrative							
	NDING FLARE "TOO LATE						

File No. - 352 5/05/84 LA PORTE,IN A/C Reg. No. N7575W Time (Lc1) - 2200 CDT

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - NIGHT

2. FLARE - DELAYED - PILOT IN COMMAND

----Probable Cause----

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

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

Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Da			Injur	ies	
		SUBSTANTIA		Fatal	Serious	Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 9		Fire NONE	Crev Pass		0	0	1
Accident Occurred During -LANDING	'	NOINE	rass	. 0	O	O	3
Aircraft Information							
Make/Model - CESSNA 340			ENTAL TSIO-520		Installed/Ad		
Landing Gear - TRICYCLE-RETRACTABL			FUEL INTEGER	5	tall Warning	g System	- YES
Max Gross Wt - 2800 No. of Seats - 6	Rated Powe		FUEL INJECTED HP				
Environment/Operations Information	-						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depart			ON AIR	PORT		
Method - TELEPHONE	DESTIN, FL	•					
Completeness - FULL	Destination	OUNTY KC		Airport Da		CUTTVE	
Basic Weather - IMC Wind Dir/Speed- 070/015 KTS	JOHNSON C	JUNIY,KS			N COUNTY EXE Ident -		
Visibility - 2.000 SM	ATC/Airspace			,	Lth/Wid -		75
Lowest Sky/Clouds - CLEAR		ght Plan - IF	R	,	Surface -	•	. •
Lowest Ceiling - 400 FT	OVERCAST Type of Cle	arance - IF	R	Runway	Status -	SLUSH	
Obstructions to Vision- FOG	Type Apch/L		R/DME				
Precipitation - FREEZING		FU	LL STOP				
Condition of Light - NIGHT(DAR	K) -						
Personnel Information Pilot-In-Command	Age - 42	Med	ical Certifica	ite - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R			ht Time (H		-,	
ATP,CFI	Current	- YES	Total -		Last 24		5
SE LAND, ME LAND	Months Since		Make/Model-			Days- UN	•
	Aircraft Type	· - UNK/NR	Instrument- Multi-Eng -	320 260	Last 90	Days-	60
Instrument Rating(s) - AIRPLAN	Е						
Varrative							
ACFT SKIDDED OFF THE RWY INTO SLUSH C							
CONTINUED ITS FWD ROLL THE MAIN GEAR	STRUCK THE EDGE OF A	TAXIWAY & COL	LAPSED BACKWAR	DS THE DW	WAS COVERE	D WITH	

File No. - 388 3/18/84 OLATHE,KS A/C Reg. No. N6320X Time (Lcl) - 1935 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. TERRAIN CONDITION - SLUSH COVERED Occurrence #2 GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - OBJECT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,3,4

File No 376 3/31/84	OSAGE CITY,KS	A/C Reg.	No. N6293P	Т	ime (Lc1) -	1759 CST	
Basic Information Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft [		Fata!	Injur Serious	ies Minor	Nam-
Type of Operation -PERSON	AT.	SUBSTANTI Fire	.AL Crew	· a ca .	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR Accident Occurred During -TAKEOF	91 <del>-</del>	NONE	Pass	-	ō	ŏ	1
-Aircraft Information		/					
Make/Model - PIPER PA24-250 Landing Gear - TRICYCLE-RETRACTA	BLE Number	Engines - 1	IING 0-540 A1A5	S	Installed/A		
Max Gross Wt - 2900 No. of Seats - 4	Engine Rated P		ROCATING-CARBUR O HP				
Environment/Operations Information-							
Weather Data Wx Briefing - FSS	Itinerary Last Dep	arture Point		Airport ON AIR	Proximity PORT		
Method - TELEPHONE	OSAGE	CITY,KS		OII AIN			
Completeness - WEATHER NOT PER		on		Airport D			
Basic Weather: - VMC Wind Dir/Speed- 050/005 KTS	LOCAL				CITY MUNI Ident -	17	
Visibility - 7.0 SM	ATC/Airspa	ce			Lth/Wid -		40
Lowest Sky/Clouds - CLEAR		Flight Plan - N		Runway	Surface -	ASPHALT	
	OVERCAST Type of			Runway	Status -	DRY.	
Obstructions to Vision- NONE Precipitation - NONE	Type Apc	h/Lndg - N	IONE				
Condition of Light - DAYLIGH	Г						
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 37 Biennial Fligh	t Peview	dical Certifica	te - VALID nt Time (H		WAIVERS/	LIMIT
COMMERCIAL, CFI	Current	t Review - YES ce - 5	Total -	629	Last 24	Hrs -	4
SE LAND	Months Sin	ce - 5	Total - Make/Model- Instrument-	45	Last 30	Days- UN	K/NR
	Aircraft T	ype - UNK/NR	Instrument-	41	Last 90	Days-	72
Instrument Rating(s) - AIRPL	ANE						
Narrative							
NG AN ABORTED TAKEOFF, EXECUTED DUE							
RWY ACROSS A DITCH, DAMAGING THE LEI				AS THE CAU	SE OF THE A	IRSPEED	
CATION OF ZERO MPH. STEERING & BRAKE	: ACIIUN WERE DETERMI	NED TO REMODMA	i				

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

File No 375 5/08/84 RI	CHMOND,KS	A/C Reg. No. N	N6112N	T	ime (Lc1) -	- 1700 CDT	
-Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage			Injur	ries	
	·	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -FERRY		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -CRUISE -	NORMAL						
-Aircraft Information							
Make/Model - BEECH BE23		Model - LYCOMING 0-	-360-A4K		Installed/ <i>I</i>		
Landing Gear - TRICYCLE-FIXED		gines - 1			tall Warnir	ng System	- YES
Max Gross Wt ~ 2450		pe - RECIPROCATI	ING-CARBURE	TOR			
No. of Seats - 4	Rated Pow	er - 180 HP					
-Environment/Operations Information							
Weather Data		•			Proximity		
Wx Briefing - NO RECORD OF BRIEF				UNK/NR			
Method - N/A	GARNETT,						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	OHAWA,KS						
Wind Dir/Speed- 030/015 KTS						- UNK/NR	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
	CATTERED Type of FI				Surface -		
Lowest Ceiling - NONE		earance - NONE		Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Type Apch/	Lndg - UNK/NR					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 53				MEDICAL-WA	NIVERS/LIM	IΤ
Certificate(s)/Rating(s)	Biennial Flight			nt Time (Ho			
COMMERCIAL, CFI	Current	- YES Tota	al -	6244	Last 24	Hrs -	2
SE LAND			-,	5	Last 30	Days- UN	
	Aircraft Typ		trument-	625	Last 90	Days-	40
		Muit	ti-Eng -	282			
Instrument Rating(s) - AIRPLANE							
-Narrative							
LE IN CRUISE ON A FERRY FLIGHT THE ENGI	NE LOST POWER AND WO	ULD ONLY DEVELOP PA	ARTIAL POWE	R. THE PO	VER DEGRADE	D TO THE	
NT THAT INSUFICIENT POWER WAS AVAILABLE							
URED. POST ACCIDENT INVESTIGATION REVEAL	LED THAT THE INDUCTI	ON SYSTEM AIR HOSE	[SCAT TURE	ING] HAD	COLAPSED RE	DUCING	
			-	=			
AMOUNT OF AIRFLOW.							

File No 3	75 5/08/84	RICHMOND,KS	A/C Reg. No. N6112N	Time (Lc1) - 1700 CDT
Occurrence #1 Phase of Operation		RTIAL) - MECH FAILU	RE/MALF	
Finding(s)  1. INDUCTION AIR CO 2. INDUCTION AIR CO				
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation				
Finding(s) 3. TERRAIN CONDITION	ON - NONE SUITABLE			
Probable Cause				
The National Transports/are finding(s) 1,2		rd determines that	the Probable Cause(s) of this acc	cident
Factor(s) relating to	this accident is	/are finding(s) 3		

File No 361 2/02/84 C	OVINGTON, KY	A/C Reg. No.	N4O2EX	Т	ime (Lc1) -	0156 EST	
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Injur		
Type of Operation -NON SCHE Flight Conducted Under -14 CFR 1 Accident Occurred During -LANDING	D,DOMESTIC,CARGO 35	SUBSTANTIAL Fire ON GROUND	Crew		Serious O O	Minor O O	None 1 0
Aircraft Information Make/Model - CESSNA 404 Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - 6300 No. of Seats - UNK/NR	E Number En Engine Ty	Model - CONTINENTA gines - 2 pe - RECIP-FUEL er - 375 HP			Installed/Aq tall Warning		
Environment/Operations Information Weather Data  Wx Briefing - NWS Method - UNK/NR Completeness - FULL Basic Weather - VMC Wind Dir/Speed - 200/021 KTS Visibility - 8.0 SM Lowest Sky/Clouds - 3000 FT Lowest Ceiling - 3000 FT Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - NIGHT(DAR	Itinerary Last Depar CHICAGO, Destination SAME AS  ATC/Airspace Type of F1 OVERCAST Type of C1 Type Apch/	IL ACC/INC ight Plan - IFR	А	ON AIRI irport Da GREATEI Runway Runway Runway		18 9501/ ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND Instrument Rating(s) - AIRPLAN	Months Since Aircraft Typ	Review - YES Tot - 2 Mak e - UNK/NR Ins	Certificate Flight al - UNK e/Model- UNK trument- UNK ti-Eng - UNK	Time (Ho /NR /NR /NR	ours) Last 24 Last 30 Last 90	Hrs -	5 K/NR 250
-Narrative FIRE IGNITED IN THE RIGHT ENGINE ON THE NNECTS TO THE ENGINE DRIVEN FUEL PUMP. CCH TIME THE FLEXIBLE FUEL & OIL HOSES E RUBBER LINER. FUEL STREAMED FROM THE E FUEL PUMP MAY NOT HAVE BEEN SECURELY	THE ACFT WAS ON ITS F WERE NOT CHANGED. PAR LINE WHEN THE BOOST P	IRST REVENUE FLIGH T OF THE FUEL HOSE JMP WAS ACTIVATED.	IT AFTER THE I	RIGHT ENG D & TWO (	GINE WAS CHA CRACKS WERE	ANGED, AT FOUND IN	

2/02/84 File No. - 361 COVINGTON, KY A/C Reg. No. N402EX Time (Lc1) - 0156 EST

Occurrence

FIRE

Phase of Operation LANDING - ROLL

Finding(s)

1. FUEL SYSTEM, LINE FITTING - LOOSE

- 2. MAINTENANCE, MAJOR REPAIR NOT FOLLOWED COMPANY MAINTENANCE PSNL
- 3. FUEL SYSTEM, LINE CRACKED
- 4. FUEL SYSTEM, LINE IMPROPER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

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

Basic Information		(GENERAL AVIATION)	Aircraft	Damage		Injur	ies	
Type operating of	or thribate none	(delterne AVIATION)	SUBSTANT		Fatal	•		None
Type of Operation Flight Conducted Accident Occurred	Under -14 CF	R 91	Fire NONE	Crew Pass		0 0	0	1 3
Aircraft Information	n							
	CESSNA 172 FRICYCLE-FIXED 1260	Num Eng	Make/Model - CONT ber Engines - 1 ine Type - RECI ed Power - 1	PROCATING-CARBURE	S' ETOR	Installed/Adtall Warning	g System -	- YES
Environment/Operat	ons Information							
Weather Data Wx Briefing Method			ary Departure Point EMINGBURG,KY		Airport   UNK/NR	Proximity		
Completeness - Basic Weather -	N/A VMC	Desti	nation CAL		Airport Da			
Wind Dir/Speed- Visibility -		ATC/Ai	renace			Ident - Lth/Wid -	UNK/NR	
Lowest Sky/Clou Lowest Ceiling Obstructions to Precipitation	uds - UNK/NR - UNK/NR D Vision- NONE - NONE	Type Type Type	of Flight Plan - of Clearance -   Apch/Lndg -	NONE	Runway	Surface - Status -	UNK/NR	
	ight - DAYLIG	H! 						
Personnel Informati Pilot-In-Command Certificate(s)/F				edical Certificat Fligh	nt Time (H	ours)		
COMMERCIAL SE LAND		Curren Months	t - YES Since - 22 ft Type - UNK/NR	Total - Make/Model-	474 165 NK/NR	Last 24 Last 30 Last 90	Hrs - Days- UNW Days- aft - UNW	6 39 
Instrument Ra	iting(s) - NONE							
Narrative RDING TO THE PLT, T MERG DESCENT TO AN	HE FLT WAS ABOU	T 12 MILES FROM TH THROUGH A SMALL P	E AIRPORT AT 2000   OND AND FLIPPED IN	FT WHEN THE ENGIN	NE FAILED. ATION REVE	THE PLT EST	TABLISHED	

Time (Lc1) - 1730 EST File No. - 362 3/19/84 FLEMINGBURG, KY A/C Reg. No. N6870X Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - GROUND ----Probable Cause----

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

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

-Basic Information Type Operating Certificate-AIR CARRIER - LARGE HELICOPTER Aircraft Damage DESTROYED Fatal Serious Minor None Operating Certificate Operating - POSITIONING Fire Crew 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Type Operating Certificate-AIR CARRIER - LARGE HELICOPTER  Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE Aircraft Information Make/Model - AEROSPATIALE AS-355F Eng Make/Model Landing Gear - EMERGENCY FLOAT Number Engire Max Gross Wt - 5070 Engine Type No. of Seats - 6 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Method - N/A SAME AS ACC Completeness - N/A Destination Basic Weather - IMC SAME AS ACC Wind Dir/Speed- CALM Visibility - 2.000 SM ATC/Airspace Lowest Sky/Clouds - 50 FT PART OBS Type of Flight Lowest Ceiling - 50 FT BROKEN Type of Clear Obstructions to Vision- HAZE Type Apch/Lnc Precipitation - NONE Condition of Light - DAYLIGHT	DESTROYED Fire NONE  del - ALLISON nes - 2 - TURBOSH/ - 420 H COMPONIENT COMP	Cre Pas    250C-20F   AFT   HP 	w 2 s 0  ELT : S:  Airport F OFF AIF Airport Da Runway Runway	Serious  O O Installed/A tall Warnin  Proximity RPORT/STRIP ata Ident - Lth/Wid -	Minor 0 0 ctivated g Syster	0 0 d - NO -N,
Type of Operation	Flight Conducted Under	Fire NONE  del - ALLISON nes - 2 - TURBOSH/ - 420 H - 420 H COMPANY CO	Pas 1 250C-20F AFT HP	w 2 s 0  ELT : S:  Airport F OFF AIF Airport Da Runway Runway	O O O Installed/A tall Warnin Proximity RPORT/STRIP ata Ident - Lth/Wid -	O O O O O O O O O O O O O O O O O O O	0 0 d - NO -N,
Flight Conducted Under	Flight Conducted Under	NONE  del - ALLISON nes - 2     TURBOSH/     420 F	Pas 1 250C-20F AFT HP	S O  ELT : S:  Airport F OFF AIR  Airport Da  Runway Runway	O Installed/A tall Warnin Proximity RPORT/STRIP ata Ident - Lth/Wid -	O  ctivated g Syster 	0 d d - NO -N,
Aircraft Information	Accident Occurred During -CRUISE Aircraft Information Make/Model - AEROSPATIALE AS-355F Eng Make/Mod Landing Gear - EMERGENCY FLOAT Number Engir Max Gross Wt - 5070 Engine Type No. of Seats - 6 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departur Method - N/A SAME AS ACC Completeness - N/A Destination Basic Weather - IMC SAME AS ACC Wind Dir/Speed- CALM Visibility - 2.000 SM ATC/Airspace Lowest Sky/Clouds - 50 FT PART OBS Type of Flight Lowest Ceiling - 50 FT BROKEN Type of Clear Obstructions to Vision- HAZE Type Apch/Lnc Precipitation - NONE Condition of Light - DAYLIGHT	del - ALLISON nes - 2 - TURBOSH/ - 420 F	 250C-20F AFT HP	ELT : S:  Airport F OFF AIF Airport Da Runway Runway	Installed/A tall Warnin  Proximity RPORT/STRIP ata  Ident - Lth/Wid -	ctivated g Syster	d - NO -N,
Make/Model - AEROSPATIALE AS-355F	Make/Model - AEROSPATIALE AS-355F Eng Make/Model Landing Gear - EMERGENCY FLOAT Number Engire Max Gross Wt - 5070 Engine Type No. of Seats - 6 Rated Power Rated Power Environment/Operations Information	nes - 2 - TURBOSH/ - 420 H  Te Point C/INC C/INC	AFT HP	Airport F OFF AIF Airport Da Runway Runway	tall Warnin  Proximity  RPORT/STRIP  ata  Ident - Lth/Wid -	g Syster  N/A N/A	
Landing Gear - EMERGENCY FLOAT Number Engines - 2  Max Gross Wt - 5070 Engine Type - TURBOSHAFT Rated Power - 420 HP  -Environment/Operations Information Weather Data	Landing Gear - EMERGENCY FLOAT Number Engire Max Gross Wt - 5070 Engine Type No. of Seats - 6 Rated Power  -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departur Method - N/A SAME AS ACC Completeness - N/A Destination Basic Weather - IMC SAME AS ACC Wind Dir/Speed- CALM Visibility - 2.000 SM ATC/Airspace Lowest Sky/Clouds - 50 FT PART OBS Type of Flight Lowest Ceiling - 50 FT BROKEN Type of Clear Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	nes - 2 - TURBOSH/ - 420 H  Te Point C/INC C/INC	AFT HP	Airport F OFF AIF Airport Da Runway Runway	tall Warnin  Proximity  RPORT/STRIP  ata  Ident - Lth/Wid -	g Syster  N/A N/A	
Max Gross Wt - 5070 No. of Seats - 6 No. of Seats - 8 No. of Seats - 8 No. of Seats - 6 No. of Seats - 7 No.	Max Gross Wt No. of Seats - 6 Engine Type Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departur Method - N/A SAME AS ACC Completeness - N/A Destination Basic Weather - IMC SAME AS ACC Wind Dir/Speed- CALM Visibility - 2.000 SM ATC/Airspace Lowest Sky/Clouds - 50 FT PART OBS Lowest Ceiling - 50 FT BROKEN Type of Clear Obstructions to Vision- HAZE Type Apch/Lnc Precipitation - NONE Condition of Light - DAYLIGHT	- TURBOSH/ - 420 H - 4	HP 	Airport F OFF AIF Airport Da Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid -	N/A N/A	m - NO
No. of Seats - 6 Rated Power - 420 HP Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC SAME AS ACC/INC Wind Dir/Speed - CALM Visibility - 2.000 SM Lowest Sky/Clouds - 50 FT PART DBS Lowest Sky/Clouds - 50 FT PART DBS Lowest Sky/Clouds - 50 FT BROKEN Type of Flight Plan - COMPANY (VFR) Runway Surface - N/A Lowest Ceiling - 50 FT BROKEN Type of Flight Plan - COMPANY (VFR) Runway Status - N/A Distructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) CMMERCIAL ME LAND Months Since - 10 Make/Model - 607 Make/Model -	No. of Seats - 6 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departur Method - N/A SAME AS ACC Completeness - N/A Destination Basic Weather - IMC SAME AS ACC Wind Dir/Speed- CALM Visibility - 2.000 SM ATC/Airspace Lowest Sky/Clouds - 50 FT PART OBS Lowest Ceiling - 50 FT BROKEN Type of Clear Obstructions to Vision- HAZE Type Apch/Lnc Precipitation - NONE Condition of Light - DAYLIGHT	- 420 Fee Point C/INC C/INC	HP 	OFF AIR Airport Da Runway Runway	RPORT/STRIP ata Ident - Lth/Wid -	N/A N/A	
-Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING	-Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departur Method - N/A SAME AS ACC Completeness - N/A Destination Basic Weather - IMC SAME AS ACC Wind Dir/Speed- CALM Visibility - 2.000 SM ATC/Airspace Lowest Sky/Clouds - 50 FT PART OBS Type of Flight Lowest Ceiling - 50 FT BROKEN Type of Clear Obstructions to Vision- HAZE Type Apch/Lnc Precipitation - NONE Condition of Light - DAYLIGHT	re Point C/INC C/INC		OFF AIR Airport Da Runway Runway	RPORT/STRIP ata Ident - Lth/Wid -	N/A N/A	
Weather Data We Briefing - NO RECORD OF BRIEFING Wethod - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- CALM Visibility - 2.000 SM Lowest Sky/Clouds - 50 FT PART OBS Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) HELICOPTER  Me LAND HELICOPTER  Age - 54 Months Since - 10 Months Since - 10 Months Since - 10 Make/Model- 607 Months Since - 10 Make/Model- 607 Months Since - 10 Make/Model- 607 Make/Model- 607 Months Since - 10 Months Sin	Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- CALM Visibility - 2.000 SM Lowest Sky/Clouds - 50 FT PART OBS Lowest Ceiling - 50 FT BROKEN Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	C/INC C/INC nt Plan - COMF	PANY (VFR)	OFF AIR Airport Da Runway Runway	RPORT/STRIP ata Ident - Lth/Wid -	N/A N/A	
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP  Method - N/A SAME AS ACC/INC Completeness - N/A Destination SAME AS ACC/INC Basic Weather - IMC Wind Dir/Speed- CALM Visibility - 2.000 SM ATC/Airspace Runway Ident - N/A Runway Lth/Wid - N/A Lowest Sky/Clouds - 50 FT PART OBS Type of Flight Plan - COMPANY (VFR) Runway Status - N/A Lowest Ceiling - 50 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 10586 Last 24 Hrs - 1 ME LAND Months Since - 10 Make/Model - 607 Last 30 Days - UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument 1619 Last 90 Days - 182  Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative PLIS IN A HELICOPTER ENCOUNTERED FORGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE. ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK, PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS SIGUO LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCTING THEN FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY	Wx Briefing - NO RECORD OF BRIEFING Last Departur Method - N/A SAME AS ACC Completeness - N/A Destination Basic Weather - IMC SAME AS ACC Wind Dir/Speed- CALM Visibility - 2.000 SM ATC/Airspace Lowest Sky/Clouds - 50 FT PART OBS Type of Flight Lowest Ceiling - 50 FT BROKEN Type of Clear Obstructions to Vision- HAZE Type Apch/Lnc Precipitation - NONE Condition of Light - DAYLIGHT	C/INC C/INC nt Plan - COMF	PANY (VFR)	OFF AIR Airport Da Runway Runway	RPORT/STRIP ata Ident - Lth/Wid -	N/A N/A	
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data  Basic Weather - IMC SAME AS ACC/INC Mind Dir/Speed- CALM SAME AS ACC/INC ACCOMPANY (VFR) RUNWAY Ident - N/A RUNWAY Lth/Wid - N/A Lowest Sky/Clouds - 50 FT PART OBS Type of Flight Plan - COMPANY (VFR) RUNWAY Surface - N/A Lowest Ceiling - 50 FT BROKEN Type of Clearance - NONE RUNWAY Surface - N/A Obstructions to Vision- HAZE Type Apch/Lndg - UNK/NR RUNWAY Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - UNK/NR RUNWAY Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 10586 Last 24 Hrs - 1 Me LAND Months Since - 10 Make/Model - 607 Last 30 Days - UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument - 1619 Last 90 Days - 182 Multi-Eng - 1325 Rotorcraft - 7243  Instrument Rating(s) - AIRPLANE, HELICOPTER  -Narrative PLTS IN A HELICOPTER ENCOUNTERED FORGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE NATURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE.  ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK, PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS CUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FORGED ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY ADDITIONALLY, THE PLTS REPORTED DIFFICULTY	Method - N/A SAME AS ACC Completeness - N/A Destination Basic Weather - IMC SAME AS ACC Wind Dir/Speed- CALM Visibility - 2.000 SM ATC/Airspace Lowest Sky/Clouds - 50 FT PART OBS Type of Flight Lowest Ceiling - 50 FT BROKEN Type of Clear Obstructions to Vision- HAZE Type Apch/Lnc Precipitation - NONE Condition of Light - DAYLIGHT	C/INC C/INC nt Plan - COMF	PANY (VFR)	Airport Da Runway Runway	ata Ident - Lth/Wid -	N/A N/A	
Completeness - N/A Basic Weather - IMC Wind Dir/Speed- CALM Wind Dir/Speed- CALM Visibility - 2.000 SM Lowest Sky/Clouds - 50 FT PART OBS Type of Flight Plan - COMPANY (VFR) Runway Surface - N/A Lowest Ceiling - 50 FT PART OBS Type of Clearance - NONE Runway Surface - N/A Lowest Ceiling - 50 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) COMMERCIAL Current - YES Total - 10586 Last 24 Hrs - 1 ME LAND Months Since - 10 Make/Model- 607 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument 1619 Last 90 Days 182 Multi-Eng - 1325 Rotorcraft - 7243  Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative PLTS IN A HELICOPTER ENCOUNTERED FOGGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE ARTHUR POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE. ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK, PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS SICUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY	Completeness - N/A  Basic Weather - IMC  Wind Dir/Speed- CALM  Visibility - 2.000 SM  Lowest Sky/Clouds - 50 FT PART OBS  Lowest Ceiling - 50 FT BROKEN  Obstructions to Vision- HAZE  Precipitation - NONE  Condition of Light - DAYLIGHT	C/INC ort Plan - COMF	PANY (VFR)	Runway Runway	Ident - Lth/Wid -	N/A	
Basic Weather - IMC Wind Dir/Speed- CALM Wind Dir/Speed- CALM Visibility - 2.000 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 50 FT PART OBS Type of Flight Plan - COMPANY (VFR) Runway Surface - N/A Lowest Ceiling - 50 FT PART OBS Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL Current - YES Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) COMMERCIAL Current - YES Months Since - 10 Make/Model - 607 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument - 1619 Aircraft Type - UNK/NR Months Since - 10 Make/Model - 607 Last 30 Days- 182 Multi-Eng - 1325 Rotorcraft - 7243  Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative PLIS IN A HELICOPTER ENCOUNTERED FOGGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE PARTURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE. ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK. PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS CICUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCTING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY	Basic Weather - IMC SAME AS ACC Wind Dir/Speed- CALM Visibility   - 2.000 SM ATC/Airspace Lowest Sky/Clouds - 50 FT PART OBS Type of Flight Lowest Ceiling - 50 FT BROKEN Type of Clear Obstructions to Vision- HAZE Type Apch/Lnc Precipitation - NONE Condition of Light - DAYLIGHT	nt Plan - COMF	PANY (VFR)	Runway Runway	Ident - Lth/Wid -	N/A	
Wind Dir/Speed- CALM Visibility - 2.000 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 50 FT PART OBS Type of Flight Plan - COMPANY (VFR) Runway Surface - N/A Lowest Ceiling - 50 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 10586 Last 24 Hrs - 1 ME LAND Months Since - 10 Make/Model - 607 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument 1619 Last 90 Days - 182 Multi-Eng - 1325 Rotorcraft - 7243  Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative PLIS IN A HELICOPTER ENCOUNTERED FORGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE ARTHURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE. ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK. PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS CICUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY	Wind Dir/Speed- CALM Visibility - 2.000 SM ATC/Airspace Lowest Sky/Clouds - 50 FT PART OBS Type of Fligh Lowest Ceiling - 50 FT BROKEN Type of Clear Obstructions to Vision- HAZE Type Apch/Lnc Precipitation - NONE Condition of Light - DAYLIGHT	nt Plan - COMF	PANY (VFR)	Runway	Lth/Wid -	N/A	
Visibility - 2.000 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 50 FT PART OBS Type of Flight Plan - COMPANY (VFR) Runway Surface - N/A Lowest Ceiling - 50 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 10586 Last 24 Hrs - 1 ME LAND Months Since - 10 Make/Model - 607 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument - 1619 Last 90 Days- 182 Multi-Eng - 1325 Rotorcraft - 7243  Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative PHTS IN A HELICOPTER ENCOUNTERED FOGGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE PARTURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE.  ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK. PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS GROUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY	Visibility - 2.000 SM ATC/Airspace Lowest Sky/Clouds - 50 FT PART OBS Type of Fligh Lowest Ceiling - 50 FT BROKEN Type of Clear Obstructions to Vision- HAZE Type Apch/Lnc Precipitation - NONE Condition of Light - DAYLIGHT		PANY (VFR)	Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 50 FT PART OBS Type of Flight Plan - COMPANY (VFR) Runway Surface - N/A Lowest Ceiling - 50 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 10586 Last 24 Hrs - 1 Months Since - 10 Make/Model - 607 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument- 1619 Last 90 Days- UNK/NR Molti-Eng - 1325 Rotorcraft - 7243  Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative PIN A HELICOPTER ENCOUNTERED FOGGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE CARTURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE. ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK, PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS SCUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY	Lowest Sky/Clouds - 50 FT PART OBS Type of Fligh Lowest Ceiling - 50 FT BROKEN Type of Clear Obstructions to Vision- HAZE Type Apch/Lnc Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information		PANY (VFR)				
Lowest Ceiling - 50 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 10586 Last 24 Hrs - 1 ME LAND Months Since - 10 Make/Model - 607 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument - 1619 Last 90 Days - 182 Multi-Eng - 1325 Rotorcraft - 7243  Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative PLTS IN A HELICOPTER ENCOUNTERED FOGGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE ARTURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE. ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK. PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS GUID LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY	Lowest Ceiling - 50 FT BROKEN Type of Clear Obstructions to Vision- HAZE Type Apch/Lnd Precipitation - NONE Condition of Light - DAYLIGHT		PANY (VFR)	Runway	Surface -	N/A	
Obstructions to Vision- HAZE	Obstructions to Vision- HAZE Type Apch/Lnd Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information					14/ 🖰	
Obstructions to Vision- HAZE	Obstructions to Vision- HAZE Type Apch/Lnd Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information	rance - NONE	E	Runway	Status -	N/A	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 10586 Last 24 Hrs - 1 ME LAND Months Since - 10 Make/Model - 607 Last 30 Days - UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument - 1619 Last 90 Days - 182 Multi-Eng - 1325 Rotorcraft - 7243  Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative PLTS IN A HELICOPTER ENCOUNTERED FOGGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE PARTURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE. ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK. PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS SCUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY	Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information					•	
Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 10586 Last 24 Hrs - 1 ME LAND Months Since - 10 Make/Model - 607 Last 30 Days - UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument - 1619 Last 90 Days - 182 Multi-Eng - 1325 Rotorcraft - 7243  Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative E PLTS IN A HELICOPTER ENCOUNTERED FOGGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE PARTURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE. E ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK. PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS SCUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY		,	•				
Personnel Information  Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL CUrrent - YES Total - 10586 Last 24 Hrs - 1  ME LAND Months Since - 10 Make/Model - 607 Last 30 Days - UNK/NR  HELICOPTER Aircraft Type - UNK/NR Instrument - 1619 Last 90 Days - 182  Multi-Eng - 1325 Rotorcraft - 7243  Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative  E PLTS IN A HELICOPTER ENCOUNTERED FOGGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE PARTURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE.  E ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK. PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS SCUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY	Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL CUrrent C							
COMMERCIAL  Current - YES Total - 10586 Last 24 Hrs - 1  ME LAND  Months Since - 10 Make/Model - 607 Last 30 Days - UNK/NR  HELICOPTER  Aircraft Type - UNK/NR  Instrument - 1619  Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative		Media	cal Certific	ate - VALID	MEDICAL-WA	IVERS/L	IMIT
ME LAND  HELICOPTER  Aircraft Type - UNK/NR  Instrument - 1619  Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative  E PLTS IN A HELICOPTER ENCOUNTERED FOGGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE PARTURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE.  E ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK. PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS SCUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY	Certificate(s)/Rating(s) Biennial Flight Rev				ours)		
HELICOPTER  Aircraft Type - UNK/NR  Instrument 1619  Last 90 Days- 182  Multi-Eng - 1325  Rotorcraft - 7243  Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative  PARTURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE.  ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK. PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS SCUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY			Total -	10586			
Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative E-PLTS IN A HELICOPTER ENCOUNTERED FOGGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE PARTURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE	ME LAND Months Since -	- 10 N	Make/Model-	607	Last 30	Days- l	JNK/NR
Instrument Rating(s) - AIRPLANE,HELICOPTER Narrative PLTS IN A HELICOPTER ENCOUNTERED FOGGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE PARTURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE.	HELICOPTER Aircraft Type	· UNK/NR ]	Instrument-	1619	Last 90	Days-	182
-Narrative PLTS IN A HELICOPTER ENCOUNTERED FOGGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE PARTURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE. ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK. PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS COUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY	,		Multi-Eng -	1325	Rotorcr	aft -	7243
PLTS IN A HELICOPTER ENCOUNTERED FOGGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE ARTURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE. ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK. PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS CUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY	Instrument Rating(s) - AIRPLANE, HELICOPTER						
PLTS IN A HELICOPTER ENCOUNTERED FOGGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE PARTURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE. ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK. PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS CUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY							
ARTURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE. ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK. PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS CUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY							
E ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK. PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS SCUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY							E
SCUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY							
ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY							
						DS FOGGE	ED ·
INTAINING A VISIBLE HORIZON BELOW 300 FT AGL.	ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILIT	TY. ADDITIONAL	LLY, THE PLT	S REPORTED !	DIFFICULTY		
	NTAINING A VISIBLE HORIZON BELOW 300 FT AGL.						

File No. - 316 1/04/84 MORGAN CITY, LA A/C Reg. No. N5792X Time (Lc1) - 0655 CST IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - HAZE 2. WEATHER CONDITION - FOG 3. WEATHER CONDITION - OBSCURATION Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation CRUISE - NORMAL Finding(s) 4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY) 5. TERRAIN CONDITION - WATER, GLASSY 6. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 7. ALTITUDE - MISJUDGED - PILOT IN COMMAND ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6.7

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

	NEW ORLEANS, LA	A/C Reg. No. N9468	SU .	Time (Lc1)	- 1636 CST	Γ
Basic Information Type Operating Certificate-NONE (		rcraft Damage			uries	
		UBSTANTIAL	Fata			None
Type of Operation -INSTRU		re	Crew O	~	0	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDIN		ONE	Pass O	0	0	0
Aircraft Information						
Make/Model - CESSNA 150M		- CONTINENTAL 0-2	:00-A EI	LT Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines			Stall Warni	ing System	- YES
Max Gross Wt - 1600		- RECIPROCATING-C	ARBURETOR			
No. of Seats - 2	Rated Power	- 100 HP				
Environment/Operations Information-						
Weather Data	Itinerary		Airpor	rt Proximity		
Wx Briefing - FSS	Last Departure I	Point	OFF	AIRPORT/STRI	[P	
Method - UNK/NR	HATTIESBURG, L	Α				
Completeness - FULL	Destination		Airpor			
Basic Weather - VMC	SAME AS ACC/I	NC		EFRONT		
Wind Dir/Speed- 280/003 KTS				way Ident		
Visibility - 7.0 SM	ATC/Airspace			way Lth/Wid		75
Lowest Sky/Clouds - 10000 F				way Surface		
	T OVERCAST Type of Clearand			way Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LAND	ING			
Precipitation - NONE						
Condition of Light - DAVLICH	T					
Condition of Light - DAYLIGH	T 					
Personnel Information		Modical Cont	::f:co+o - VAI	TD MEDICAL -		
	Age - 27		ificate - VAL		VAIVERS/LIN	1IT
	Age - 27 Biennial Flight Revie	w	Flight Time	(Hours)	•	
	Age - 27 Biennial Flight Review Current - N,	w /A Total	Flight Time - 37	(Hours) Last 2	24 Hrs -	3
	Age - 27 Biennial Flight Review Current - N, Months Since - N,	w /A Total /A Make/Mod	Flight Time - 37 Hel- 6	(Hours) Last 2 Last 3	24 Hrs - 30 Days- UN	3 IK/NR
	Age - 27 Biennial Flight Review Current - N,	w /A Total /A Make/Mod /A Instrume	Flight Time - 37 Wel- 6 Wht- UNK/NR	(Hours) Last 2 Last 3 Last 9	24 Hrs - 30 Days- UN 30 Days-	3 IK/NR 5
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 27 Biennial Flight Review Current - N, Months Since - N,	w /A Total /A Make/Mod /A Instrume	Flight Time - 37 Hel- 6	(Hours) Last 2 Last 3 Last 9	24 Hrs - 30 Days- UN	3 IK/NR 5
	Age - 27 Biennial Flight Review Current - N, Months Since - N,	w /A Total /A Make/Mod /A Instrume	Flight Time - 37 Wel- 6 Wht- UNK/NR	(Hours) Last 2 Last 3 Last 9	24 Hrs - 30 Days- UN 30 Days-	3 IK/NR 5
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 27 Biennial Flight Review Current - N, Months Since - N,	w /A Total /A Make/Mod /A Instrume	Flight Time - 37 Wel- 6 Wht- UNK/NR	(Hours) Last 2 Last 3 Last 9	24 Hrs - 30 Days- UN 30 Days-	3 IK/NR 5
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT  Instrument Rating(s) - NONE	Age - 27 Biennial Flight Reviet Current - N, Months Since - N, Aircraft Type - N,	w /A Total /A Make/Mod /A Instrume Multi-En	Flight Time - 37 lel- 6 ent- UNK/NR lg - UNK/NR	(Hours) Last 2 Last 3 Last 9 Rotoro	24 Hrs - 80 Days- UN 90 Days- craft - UN	3 IK/NR 5
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT  Instrument Rating(s) - NONENarrative RING ARRIVAL, THE ACFT LOST POWER AFTIEL GAGES INDICATED EACH TANK WAS 1/8 I	Age - 27  Biennial Flight Review Current - N, Months Since - N, Aircraft Type - N,  ER A DESCENT FROM 3000 TO 200 FULL, BUT HE DID NOT APPLY C	w /A Total /A Make/Mod /A Instrume Multi-En OO FT. AT THAT TIM ARB HEAT UNTIL HE	Flight Time - 37  Hel- 6  Ant-UNK/NR  Hg - UNK/NR	(Hours) Last 2 Last 3 Last 9 Rotord	24 Hrs - 80 Days- UN 90 Days- craft - UN	3 IK/NR 5
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT  Instrument Rating(s) - NONENarrative RING ARRIVAL, THE ACFT LOST POWER AFTIEL GAGES INDICATED EACH TANK WAS 1/8 I	Age - 27  Biennial Flight Review Current - N, Months Since - N, Aircraft Type - N,  ER A DESCENT FROM 3000 TO 200 FULL, BUT HE DID NOT APPLY CO	w /A Total /A Make/Mod /A Instrume Multi-En OO FT. AT THAT TIM ARB HEAT UNTIL HE N GEAR HIT THE RIG	Flight Time - 37  Hel- 6  Ant-UNK/NR  Hg - UNK/NR   HE, THE PLT NO WAS IN AN EME HT TAIL LIGHT	(Hours) Last 2 Last 3 Last 9 Rotord  TIED THAT THE ERGENCY DESCE	24 Hrs - 80 Days- UN 90 Days- craft - UN ENT.	3 IK/NR 5
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT  Instrument Rating(s) - NONENarrative RING ARRIVAL, THE ACFT LOST POWER AFTI EL GAGES INDICATED EACH TANK WAS 1/8 I ELECTED TO LAND ON A BOULEVARD. DURING	Age - 27  Biennial Flight Review Current - N, Months Since - N, Aircraft Type - N,  ER A DESCENT FROM 3000 TO 200 FULL, BUT HE DID NOT APPLY CAN NG THE LANDING, THE LEFT MAIR RETE RETAINDER. AN EXAM OF TH	w /A Total /A Make/Mod /A Instrume Multi-En OO FT. AT THAT TIM ARB HEAT UNTIL HE N GEAR HIT THE RIG HE ACFT REVEALED F	Flight Time - 37  Hel- 6  Ant- UNK/NR  Hig - UNK/NR   HE, THE PLT NO WAS IN AN EMENTE TAIL LIGHT  UEL WAS STILL	(Hours) Last 2 Last 3 Last 9 Rotord  TIED THAT THE ERGENCY DESCE	24 Hrs - 80 Days- UN 90 Days- craft - UN ENT.	3 IK/NR 5
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT  Instrument Rating(s) - NONENarrative RING ARRIVAL, THE ACFT LOST POWER AFTIEL GAGES INDICATED EACH TANK WAS 1/8 I	Age - 27  Biennial Flight Review Current - N, Months Since - N, Aircraft Type - N,  ER A DESCENT FROM 3000 TO 200 FULL, BUT HE DID NOT APPLY CAN NG THE LANDING, THE LEFT MAIR RETE RETAINDER. AN EXAM OF TH	w /A Total /A Make/Mod /A Instrume Multi-En OO FT. AT THAT TIM ARB HEAT UNTIL HE N GEAR HIT THE RIG HE ACFT REVEALED F	Flight Time - 37  Hel- 6  Ant- UNK/NR  Hig - UNK/NR   HE, THE PLT NO WAS IN AN EMENTE TAIL LIGHT  UEL WAS STILL	(Hours) Last 2 Last 3 Last 9 Rotord  TIED THAT THE ERGENCY DESCE	24 Hrs - 80 Days- UN 90 Days- craft - UN ENT.	3 IK/NR 5

File No 3	24 1/07/84	NEW ORLEANS,LA	A/C Reg. No. N9468U	Time (Lc1) - 1636 CST
Occurrence #1 Phase of Operation		DTAL) - NON-MECHANICAL -		
	AT - IMPROPER USE E OF PROCEDURE,LAC BURETOR - ICE	OF - PILOT IN COMMAND CK OF TOTAL EXPERIENCE		
Occurrence #2 Phase of Operation	LANDING - FLARE/	/TOUCHDOWN		
Occurrence #3 Phase of Operation	IN FLIGHT COLLIS LANDING - FLARE/	SION WITH OBJECT TOUCHDOWN		
Finding(s) 5. OBJECT - VEHICL	E 			
Occurrence #4 Phase of Operation	ON GROUND COLLIS	SION WITH OBJECT		
Probable Cause				
The National Transpo is/are finding(s) 2,		ard determines that the	Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	s/are finding(s) 1,5		

-Basic Information Type Operating Certificate-NONE (GENERA				Inju		
Time of Openstion DEDCOMAL	SUBSTANT		Fatal w O	Serious O	Minor O	None 1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Cre Pas		0	0	4
Accident Occurred During -LANDING	NOINE	ras	3 0	V	Ū	7
-Aircraft Information						
Make/Model - BELL 206L-1	Eng Make/Model - ALLI			Installed/		
Landing Gear - SKID	Number Engines - 1		S	tall Warni	ng Syste	m ~ NO
Max Gross Wt - 4150	Engine Type - TURE					
No. of Seats - 7	Rated Power - 4	135 HP				
-Environment/Operations Information	Thimanan		<b>a</b> 2 m	Danislander		
Weather Data Wx Briefing - PATWAS	Itinerary Łast Departure Point			Proximity RPORT/STRI	D	
Wx Briefing - PATWAS Method - TELETYPE	VENICE, LA		UFF AI	KPUKI/SIKI	P	
Completeness - WEATHER NOT PERTINENT			Airport D	ata		
Basic Weather - IMC	LOCAL		All por t b	ata		
Wind Dir/Speed- CALM	EGGAL		Runwa∨	Ident	- N/A	
Visibility057 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - PART OBS	Type of Flight Plan -	NONE		Surfac <b>e</b>		
Lowest Ceiling -	Type of Clearance -	NONE	Runway	Status	- N/A	
Obstructions to Vision- FOG	Type Apch/Lndg -	PRECAUTIONARY L	ANDING			
Precipitation - NONE						
Condition of Light - DUSK						
-Personnel Information Pilot-In-Command	Age - 36 N	Medical Certific	oto VALTO	MEDICAL -W	ATVEDE/I	TMTT
Certificate(s)/Rating(s)	Riennial Flight Deview		ght Time (H		AIVER3/ L	IMII
COMMERCIAL	Current - YES	Total -			4 Hrs -	UNK/NR
SE LAND, ME LAND, SE SEA	Months Since - 20	Make/Model-		Last 3		
HELICOPTER	Aircraft Type - UNK/NR			Last 9		
	, , , , , , , , , , , , , , , , , , ,	Multi-Eng -		Rotorc	raft -	8166
Instrument Rating(s) - AIRPLANE						
-Narrative						
DRDING TO THE PLT, HE TOOK OFF FROM A CAME	SITE TO PICK UP DUCK HUNTERS	AT SEVERAL LOC	ATTONS DUR	ING THE EL	т	
ENCOUNTERED FOG & TURNED TOWARD VENICE, LA	TO LAND HE THEN SAW AN OIL	FIFID STRUCTURE	& SOME LAN	D & ELECTE	Э то	
E A PRECAUTIONARY LANDING. WHILE MAKING AN	OVER WATER APCH. HE WAS LOOK	ING AT THE OIL	FIELD STRUC	TURE & THE		
K WHEN THE HELICOPTER TOUCHED DOWN IN THE					N THE	

File No. - 349 1/13/84 VENCIE, LA A/C Reg. No. N5759M Time (Lc1) - 1740 CST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - FOG 2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND 4. LIGHT CONDITION - DUSK 5. ALTITUDE - MISJUDGED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1.4

Basic Information Type Operating Certificate-ON-DE	MAND ATD TAYT	Aircraft	Damaga		Injur	100	
Name of Carrier -PETRO	LEUM HELICOPTERS INC	SUBSTANT	TAI	Fatal			None
Name of Carrier -PETRC Type of Operation -NON S Flight Conducted Under -14 CF	CHED, DOMESTIC, PASSENGER	Fire	Cre		0	1	0
Flight Conducted Under -14 CF	R 135	NONE	Pas	s O	0	5	0
Accident Occurred During -MANEL	IVERING 		<b>-</b>				
Aircraft Information		<b>,</b>					
Make/Model - BELL 206L-1			SON 250-C28B		Installed/A		
Landing Gear - SKID Max Gross Wt - 4150		ngines - 1 vpe - TURB		S	tall Warnin	g System	- NO
No. of Seats - 7		wer - 4					
Environment/Operations Information				<b>.</b>	D		
Weather Data Wx Briefing - NO RECORD OF E	Itinerary				Proximity		
Method - N/A		SS BLK77,GM		UFF AI	RPORT/STRIP		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - IMC	VENICE, I			Allpoit	aca		
Wind Dir/Speed- CALM	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			Runwa∨	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace	9			Lth/Wid -		
Lowest Sky/Clouds - UNK/NF			COMPANY (VFR)	Runway	Surface -	N/A	
Lowest Ceiling - 300				Runway	Status -	N/A	
Obstructions to Vision- FOG	Type Apch,	/Lndg - I	NONE				
Precipitation - RAIN Condition of Light - DAYLIG	UT						
	nı 						
Personnel Information Pilot-In-Command	Age ~ 51	14.	edical Certific		MEDICAL WA	TVEDS / L TM	
Certificate(s)/Rating(s)	Biennial Flight	Peview	Fli			IVERS/ LIM	11
COMMERCIAL	Current	- YES	Total -			Hrs -	4
SE LAND, ME LAND				1867	Last 30	Days- UN	
HELICOPTER	Aircraft Typ	e - 1 pe - UNK/NR	Make/Model- Instrument-	2393	Last 90	Days-	143
			Multi-Eng -	5569	Rotorcr	aft -	5266
Instrument Rating(s) - AIRF	LANE.HELICOPTER						
Narrative	DE DIATEORY THE DIT TO	OUNTEDED		DECOEMBES	TO 100V 600		
T 10 MIN AFTER DEPARTING AN OFFSHO ED TO 40 KTS & STARTED TURNING BAC						rı,	
JCTION FACILITY TO USE AS A REFERE							

File No. - 313 1/24/84 VENICE, LA A/C Reg. No. N5745M Time (Lc1) - 1400 CST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - FOG 2. WEATHER CONDITION - RAIN 3. WEATHER CONDITION - LOW CEILING 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

5. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND

6. ALTITUDE - MISJUDGED - PILOT IN COMMAND

7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4.6

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

Basic Information Type Operating Certificate-NONE (GENERA	Ι ΔΥΤΔΤΤΩΝ)	Aircraft Da	mage		Injur	ies	
Type operating our trivoute none (denema	L AVIATION)	SUBSTANTIA		Fatal			None
Type of Operation -PERSONAL		Fire	- Crew			0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	1	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - CESSNA A185F		/Model - CONTIN	ENTAL 0-520-D		Installed/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 3350	_	ype - RECIP-					
No. of Seats - 6	Rated Po	wer - 300	HP 				
Environment/Operations Information	T++mana				D		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary	rture Point		ON AIR	Proximity		
Method - N/A		ACC/INC		UN AIR	PURI		
Completeness - N/A	Destinatio	•		Airport D	ata		
Basic Weather - VMC	LOCAL	••			WRITE PARK		
Wind Dir/Speed- 135/005 KTS	200//2				Ident -	18	
Visibility - 10.0 SM	ATC/Airspac	e			Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of F	light Plan - NO	NE		Surface -		
Lowest Ceiling - NONE	Type of C	learance - NOI	NE		Status -		
Obstructions to Vision- NONE	Type Apch	/Lndg - NOI	NE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information					W=====================================	WATE TO 6	
<pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>	Age - 39 Biennial Flight		ical Certifica	te - VALID ht Time (H		WAIVERS/	LIMII
ATP			Total -			Hre -	2
SE LAND	Months Sinc	e - 3	Make/Model-	1065	Last 30	Davs- UN	
HELICOPTER	Aircraft Ty	pe - UNK/NR	Make/Model- Instrument-	1355	Last 90	Days-	113
.,		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Multi-Eng -	2917	Rotorcra	aft -	8900
Instrument Rating(s) - AIRPLANE							
Narrative							
Narrative PLT SAID THAT WHEN HE APPLIED POWER FOR T	AVENEE HE OVERCO	DDECTED AND THE	ACET VEEDED D	TOUT UE A	TTEMPTED TO	APORT	
			E LANDING GEAR				

File No. - 301 3/03/84 BRAITHWRITE, LA A/C Reg. No. N7568H Time (Lcl) - 1530 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND 4. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 5. TERRAIN CONDITION - DITCH Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation TAKEOFF Finding(s) 6. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1.5

File No 302 3/	/26/84	CLAYTON, LA	A/C Re	g. No. N	N8 197V	T	ime (Lc1) -	1400 CST	
-Basic Information Type Operating Certification	te-AGRICUI	_TURAL AIRCRAF	T Aircraft	Damage			Injur	ies	
			SUBSTAN			Fatal	Serious	Minor	None
Type of Operation	-AERIAL	APPLICATION	Fire		Crew	0	0	0	1
Flight Conducted Under	-14 CFR	137	NONE		Pass	0	0	0	0
Accident Occurred During	-LANDIN	3							
-Aircraft Information									
Make/Model - CESSNA 18			Eng Make/Model - CON	ITINENTAL	_ 0-520-D		Installed/A		
Landing Gear - TAILWHEEL	ALL FIXE		Number Engines - 1			S	tall Warnin	g System	- YES
Max Gross Wt - 3300			Engine Type - REC		INJECTED				
No. of Seats - 1			Rated Power -	300 HP					
Environment/Operations Info	ormation-								
Weather Data			nerary				Proximity		
Wx Briefing - NO RECO	ORD OF BR		ast Departure Point			ON AIR	PORT		
Method - N/A			CLAYTON, LA						
Completeness - N/A		De	stination			Airport D			
Basic Weather - VMC			LOCAL				S AIR SERVI		
Wind Dir/Speed- 180/019		4.7.0	/ 4				Ident -		NIZ /NID
Visibility - UNK/NR			/Airspace	NONE			Lth/Wid - Surface -		
Lowest Sky/Clouds - Lowest Ceiling -			ype of Flight Plan - ype of Clearance -				Status -		КГ
Obstructions to Vision			ype or creamance ype Apch/Lndg			Rullway	Status -	DKI	
	- NONE	•	ype Apch/Lndg	UNK/ NK					
Precipitation Condition of Light		7							
-Personnel Information Pilot-In-Command		A 000 -	37	Modical	Contifica	- VALTE	MEDICAL-NO	WATVEDS /	LIMIT
Certificate(s)/Rating(s)	1		1 Flight Review	Medicai		nt Time (F		WAIVENS	CTIMIT
COMMERCIAL	,		rent - YES	Tota	al -	1756	Last 24	Hrs -	5
SE LAND			ths Since - 1		Model-	150	Last 30	Davs- UN	_
SE CAND		Δir	craft Type - UNK/NR	Inst	trument-	10	Last 90	Davs-	185
		7.1.		2.,0		, •		,-	
Instrument Rating(s)	- AIRPLA	ANE							
-Narrative									
RING THE LAST LANDING OF THE	DAY IN A	GUSTY CROSSWI	ND, THE ACFT WENT OF	F THE SI	DE OF THE	RWY AND N	OSED DOWN I	N A	
WED FIELD. THIS WAS THE PLTS	S 26TH LAN	NDING FOR THIS	DAY, ALL ON THE SAM	E RWY. T	THE WIND W	AS GUSTING	TO 20 KTS.		

File No. - 302 3/26/84 CLAYTON, LA A/C Reg. No. N8197V Time (Lc1) - 1400 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - GUSTS 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 NOSE DOWN Phase of Operation LANDING Finding(s) 6. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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

File No 304 4/03/84 EUNIC	E,LA A/C Reg. No. N9936			Time (Lc1) - 1830 CST					
Basic Information Type Operating Certificate-AGRICULTURAL		rcraft Damage			injuries				
Type of Operation -TEST FLIGHT Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fi	UBSTANTIAL re ONE	Fa Crew Pass		ous Minor ) 0 ) 0	None 1 0			
-Aircraft Information Make/Model - GRUMMAN G-164A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6075 No. of Seats - 1	Number Engines	- RECIPROCATING-0			ed/Activate				
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 345/002 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	EUNICE,LA Destination LOCAL  ATC/Airspace Type of Flight Type of Clearan	Plan - NONE	O Airp R R R R	port Proximi FF AIRPORT/S ort Data unway Ident unway Lth/Wi unway Surfac unway Status	- N/A d - N/A se - N/A				
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 30 Biennial Flight Revie Current - Y Months Since - 1 Aircraft Type - U	ES Total 4 Make/Mod	Flight Ti - 5000 del- 785	me (Hours) Las Las	L-NO WAIVER t 24 Hrs - I t 30 Days- I t 90 Days-	UNK/NR UNK/NR			
Instrument Rating(s) - NONENarrative E PLT REPORTED THAT THE ENGINE LOST POWER OF A POND. A POST ACCIDENT INVESTIGATION REVE O JUST GOTTEN A MAJOR OVERHAUL. THIS WAS A REPAIR STATION.	ALED A CRACK IN THE #7	CYL HEAD BETWEEN	THE SPARK	PLUG HOLES.	THE ENGINE	 E			

File No 3	04	4/03/84	EUNICE, LA	A/C Reg.	No. N9936	Time (Lc1) - 1830 CST
Occurrence #1 Phase of Operation			TIAL) - MECH FAILURE/MAN CLIMB	LF		
Finding(s) 1. ENGINE ASSEMBLY 2. MAINTENANCE,M	•		QUATE - OTHER MAINTENANG	CE PSNL		
Occurrence #2 Phase of Operation						
Occurrence #3 Phase of Operation						
Probable Cause						
The National Transpois/are finding(s) 1,		Safety Boar	d determines that the Pr	obable Cause(	s) of this accid	lent

e-ON-DEMAND A -PERSONAL -14 CFR 91 -LANDING	SUBSTA Fire NONE 	t Damage NTIAL Crew Pass		Serious O O	Minor 1 3	None 0 0
-14 CFR 91 -LANDING 	NONE		-	-	•	
-LANDING 		Pass	. 0		3	0
	Fng Make/Model - LV					
	Fng Make/Model - IV					
FIXED				Installed/A		
	Number Engines - 1 Engine Type - RE	: :CIPROCATING-CARBUR		Stall Warnin	g system	~ 1E2
		150 HP	LIOK			
rmation						
NE		,	UNK/NE	ł.		
INL			Airport [	)ata		
			A 11 por c 0			
SM	· · · · · · · · · · · · · · · · · · ·					
OVERGLET						
			Runway	Status -	UNK/NR	
	Type Apcn/ Lindy	- UNK/ NR				
	)					
				MED TO 1 . 10		′
					WAIVERS/	LIMII
	Current - YFS	Total -			Hrs -	8
			42			25
			3	Last 90	Days-	25
- NONE						
•	SM  OVERCAST  NONE  NONE  NIGHT (BRIGHT	Itinerary Last Departure Point ATLANTIC CITY,NJ Destination WESTFIELD,MA  SM ATC/Airspace Type of Flight Plan OVERCAST Type of Clearance NONE Type Apch/Lndg NONE NIGHT(BRIGHT)  Age - 38 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - UNK/NR	Itinerary Last Departure Point ATLANTIC CITY,NJ Destination WESTFIELD,MA  SM ATC/Airspace Type of Flight Plan - NONE OVERCAST Type of Clearance - NONE NONE Type Apch/Lndg - UNK/NR NONE NIGHT(BRIGHT)  Age - 38 Medical Certifica Biennial Flight Review Flig Current - YES Total - Months Since - 5 Make/Model- Aircraft Type - UNK/NR Instrument-	Itinerary Last Departure Point UNK/NR  ATLANTIC CITY,NJ Destination WESTFIELD,MA  Runway SM ATC/Airspace Type of Flight Plan - NONE NONE NONE NIGHT(BRIGHT)  Age - 38 Biennial Flight Review Current - YES Months Since - 5 MonkeyNord Months Since - 5 MonkeyNord Months Since - 5 Months Since - 5 Months Since - 5 Months Since - 1 Mirport UNK/NR Airport UNK/NR Runway Medical Certificate - VALID Biendial Flight Review Flight Time (House) Make/Model - 42 Aircraft Type - UNK/NR Instrument - 3	Itinerary Last Departure Point ATLANTIC CITY,NJ Destination WESTFIELD,MA  ATC/Airspace Type of Flight Plan - NONE NONE NIGHT(BRIGHT)  Age - 38 Biennial Flight Review Current - YES Months Since - 5 Months Since - 5 Make/Model- AIrport Data WINK/NR Airport Data Airport Data Airport Data  Runway Ident - Runway Lth/Wid - Runway Surface - Runway Status	Itinerary Last Departure Point ATLANTIC CITY,NJ Destination WESTFIELD,MA   MESTFIELD,MA   ATC/Airspace Type of Flight Plan - NONE NONE NONE NONE NIGHT(BRIGHT)  Age - 38  Medical Certificate - VALID MEDICAL-NO WAIVERS/ Biennial Flight Review Current - YES Months Since - 5 Make/Model- AIrport Proximity UNK/NR Airport Proximity UNK/NR Airport Proximity UNK/NR Airport Proximity UNK/NR UNK/NR Airport Proximity UNK/NR Runway Ident - UNK/NR Runway Strate - UNK/NR Runway Status - UNK/NR NONE NIGHT(BRIGHT)  Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Biennial Flight Review Flight Time (Hours) Current - YES Make/Model- Aircraft Type - UNK/NR Instrument- 3 Last 90 Days-

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

File No 321 2/28/84 FITCH	HBURG, MA A/	C Reg. No. N712US	Т	ime (Lc1) -	0810 ES	r 
Type Operating Certificate-NONE (GENER)  Type of Operation -BUSINESS  Flight Conducted Under -14 CFR 91  Accident Occurred During -LANDING	SUE Fire NON	IE Pas	5 0	Injur Serious O O	ies Minor O O	None 2 5
Aircraft Information Make/Model - CESSNA 500 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 11850 No. of Seats - UNK/NR	Eng Make/Model - Number Engines - Engine Type -		ELT	Installed/A		
Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed 100/025 KTS Visibility - 5.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT	Itinerary Last Departure Po PHILADELPHIA,PA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Pl Type of Clearance Type Apch/Lndg	an - IFR e - NONE	ON AIR Airport D FITCHB Runway Runway Runway Runway	ata	4500/ ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI SE LAND,ME LAND	Age - 28 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK	Total - Make/Model-	ght Time (H 4371 1605 560	lours) Last 24 Last 30	Hrs - UN	IK/NR IK/NR
Instrument Rating(s) - AIRPLANENarrative HE PLT LANDED ON A SLUSHY RWY. HE WAS UNABLI ISTANCE ON A DRY RWY WAS FIGURED AT 2355 FT AS 4500 FT LONG. THE ARPT MANAGER SAW THE ACCELERATION BEING EFFECTED. THE CREW REPORTE OFT REPORTEDLY TOUCHED DOWN ABOUT 450 FT FRO	. ON A SLUSHY RWY THE STO CFT DURING ROLLOUT AND TH ED USING VARIOUS BRAKING	PPING DISTANCE WAS AN HOUGHT IT SEEMED TO BO TECHNIQUES WITH LITTO	BOUT 4004 F E GOING FAS LE DECELERA	T. THE LAND T WITHOUT AN TION EFFECT	ING RWY PPARENT . THE	:

File No. - 321 2/28/84 FITCHBURG, MA A/C Reg. No. N712US Time (Lc1) - 0810 EST Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED 5. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER 6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 7. TERRAIN CONDITION - SOFT 8. TERRAIN CONDITION - WET

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

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

File No 298 2/20/84 CLARK	SVILLE,MD	A/C Reg. No. N75	Time (Lc1) - 0900 EST					
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage		· · · · ·	Inju	ries		
	- ,	SUBSTANTIAL		Fatal	Serious	Minor	n None	
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0	
Accident Occurred During -LANDING								
-Aircraft Information	,							
Make/Model - CESSNA 152	Eng Make/Mo	del - LYCOMING 0-23	35	ELT ]	nstalled/	Activate	ed - YES/YI	
Landing Gear - TRICYCLE-FIXED	Number Engi	nes - 1		S1	all Warniı	ng Syste	em - YES	
Max Gross Wt - 1670	<b>3</b>	- RECIPROCATING	G-CARBURE	TOR				
No. of Seats - 2	Rated Power	- 110 HP						
-Environment/Operations Information								
Weather Data	Itinerary			Airport F				
Wx Briefing - NO RECORD OF BRIEFING				ON AIRF	PORT			
Method - N/A	CLARKSVILL	E,MD						
Completeness - N/A	Destination			Airport Da				
Basic Weather - VMC	SAME AS AC	C/INC		HAYES F				
Wind Dir/Speed- 015 KTS	/					- UNK/NF		
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid			
Lowest Sky/Clouds - CLEAR		ht Plan - NONE			Surface			
Lowest Ceiling - NONE		rance - NONE		Runway	Status	- UNK/NF	<	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lr	dg - UNK/NR						
Condition of Light - DAYLIGHT								
-Personnel Information Pilot-In-Command	Age - 28	Medical Ce	ntificat	e - VALID	MEDICAL -W	NTVFDS/I	TMTT	
Certificate(s)/Rating(s)	Biennial Flight Re	view		nt Time (Ho		41 1 2 1 3 / 1		
STUDENT	Current	- N/A Total	-	29	Last 2	4 Hrs -	UNK/NR	
• · • · · ·	Months Since	- N/A Make/M	lode1-	29	Last 3	Days-	UNK/NR	
	Aircraft Type	- N/A Instru	ıment-	29 29 0	Last 9	Days-	UNK/NR	
	. 71					•		
Instrument Rating(s) - NONE								
-Narrative								
DRDING TO THE PLT THE ACFT BALLOONED DURIN	G THE LANDING FLARE	. IN AN EFFORT TO R	ECOVER T	HE PLT ADD	ED POWER	ND		
HED THE NOSE DOWN. THE FRONT STRUT HIT THE	GROUND AND BROKE,	THEN THE ACFT BOUNC	ED AND D	URING THE	SECOND LAI	NDING		
PROPELLER STRUCK THE GROUND.								

2/20/84 CLARKSVILLE,MD A/C Reg. No. N757NS File No. - 298 Time (Lc1) - 0900 EST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - MISJUDGED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

Basic Information						
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf SUBSTA	t Damage	Fata1	Injur Serious		None
Type of Operation -PERSONAL	Fire	Crei		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	5 0	0	0	1
Accident Occurred During -MANEUVERING						
Aircraft Information						
Make/Model - BELLANCA 7ECA	Eng Make/Model - LY			Installed/A tall Warnir		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650	Number Engines - 1 Engine Type - RE			itali warnir	ig system	- 162
No. of Seats - 3		115 HP	VE FOR			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			UNK/NF	!		
Method - N/A Completeness - N/A	SEBEC LAKE,ME Destination		Airport D	10+0		
Basic Weather - VMC	INDIAN POND, ME		ATTPOTE	ala		
Wind Dir/Speed- CALM	INDIAN TOND, ME		Runway	· Ident -	- N/A	
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid -	- N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan			Surface -		
Lowest Ceiling - UNK/NR	Type of Clearance		Runway	Status -	- N/A	
Obstructions to Vision- FOG Precipitation - SNOW	Type Apch/Lndg	- UNK/NR				
Condition of Light - DUSK						
Personnel Information						
Pilot-In-Command	Age - 36	Medical Certifica	ate - VALID	MEDICAL-NO	WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F			
PRIVATE	Current - YES	Total -	358	Last 24 Last 30	l Hrs -	1
SE LAND, SE SEA	Months Since - 21 Aircraft Type - UNK/NR	Make/Model- Instrument-	118 5	Last 30	Days- U	NK/NR 12
	ATTOTALL Type - UNK/NR	Tristrament	5	Last st	Days	12
Instrument Rating(s) - UNK/NR						
Narrative						
CROSSCOUNTRY VFR FLIGHT THE PILOT INADVE	RTENTLY ENCOUNTERED INSTRUM	ENT CONDITIONS. DU	JRING A CLI	MB TO CLEAR	?	
COUNDING MOUNTAINS THE ACFT STRUCK TREES A	ND CRASHED. THE PILOT HAD B					
HE FLIGHT. THE PILOT AND HIS PASSENGER WE	RE RESCUED THE NEXT DAY.					

File No. - 395 1/06/84 MONSON,ME A/C Reg. No. N86706 Time (Lcl) - 1530 EST

Occurrence #1
Phase of Operation

IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation MANEUVERING

#### Finding(s)

1. WEATHER CONDITION - LOW CEILING

- 2. FLIGHT INTO KNOWN ADVERSE WEATHER INITIATED PILOT IN COMMAND
- IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND
- 4. WEATHER CONDITION DOWNDRAFT
- 5. WEATHER CONDITION FOG
- 6. WEATHER CONDITION SNOW

Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation MANEUVERING

## Finding(s)

- 7. TERRAIN CONDITION HIGH TERRAIN
- 8. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 9. OBJECT TREE(S)

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,4,5,6,7,8,9

-Basic Information Type Operating Certificate-ON-DEMAND	AIR TAXI Aircraft	Damage		Inju	ries	
•	SUBSTAN <sup>-</sup>	TIAL	Fatal	Serious		None
Type of Operation -BUSINESS	Fire	Crew	-	0		0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA T-210N	Eng Make/Model - CON	TINENTAL TSIO-520			Activated -	
Landing Gear - TRICYCLE-RETRACTABLE			S-	tall Warniı	ng System -	- YES
Max Gross Wt - 3800	Engine Type - REC					
No. of Seats - 6	Rated Power - :	300 HP				
-Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT		
Method - ACFT RADIO	CHICAGO, IL					
Completeness - WEATHER NOT PERTIN			Airport Da	ata		
Basic Weather - VMC Wind Dir/Speed- 180/005 KTS	SAME AS ACC/INC		TROY	Ident	- UNK/NR	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE			- GRASS/TUR	F
Lowest Ceiling - NONE	Type of Clearance -				- SOFT	••
Obstructions to Vision- NONE	Type Apch/Lndg -			•		
Precipitation - NONE	, , , <u>,</u>					
Condition of Light - NIGHT(BRIG	HT)					
Personnel Information						
Pilot-In-Command		Medical Certifica <sup>.</sup>	te - VALID	MEDICAL-WA	AIVERS/LIMI	T
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (Ho			
COMMERCIAL	Current - YES	Total -	2672	Last 2	4 Hrs -	6
SE LAND, ME LAND	Months Since - 23	Make/Model- Instrument-	1100	Last 30	Days- UNK	(/NR
	Aircraft Type - UNK/NR			Last 90	Days-	229
		Multi-Eng -	9			
Instrument Rating(s) - AIRPLANE						
Nonnative						
Narrative ACFT LANDED IN SOFT GRASSY TERRAIN ALO	NGSIDE DWV 27 WHEN THE ACET NOS	ED OVED THE MOSE	CEAR COLLA	ADSED THE	DIT	
NOT ALIGNED PROPERLY BECAUSE THE NORTH						

Time (Lc1) - 1910 EST File No. - 237 2/23/84 TROY,MI A/C Reg. No. N9483Y Occurrence #1 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, NOSE GEAR - OVERLOAD 2. NOTAMS - NOT USED - PILOT IN COMMAND 3. TERRAIN CONDITION - SOFT 4. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND 5. LIGHT CONDITION - NIGHT 6. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - INOPERATIVE NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4 Factor(s) relating to this accident is/are finding(s) 1,3,5,6

Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraft	Damage		Inju	ıries	
type specialting contribute ment (azitzini	SUBSTAN		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information	·					
Make/Model - CESSNA 182L	Eng Make/Model - CON	TINENTAL 0-470-R			Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			tall Warni	ng System	- YES
Max Gross Wt - 2800	Engine Type - REC		TOR			
No. of Seats - 4	Rated Power -	265 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AII	RPORT/STRI	P	
Method - N/A	NEW HUDSON, MI					
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport Da	ata		
Wind Dir/Speed- 070/005 KTS	SAME AS ACC/INC		Bunway	Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 20000 FT SCAT		NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance -	NONE			- HIGH VEG	TATION
Obstructions to Vision- NONE	Type Apch/Lndg -	FORCED LANDING	,	• • • • • • • • • • • • • • • • • • • •		
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		Medical Certificat			O WAIVERS/	_IMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (Ho			
PRIVATE	Current - YES Months Since - 7	Total -	293	Last 2	4 Hrs -	
SE LAND	Months Since - 7	Make/Model-	78	Last 3	O Days- UNI	
	Aircraft Type - UNK/NR	Instrument-	4	Last 9	O Days-	54
Instrument Rating(s) - NONE						

File No. - 236 3/26/84 NEW HUDSON, MI Time (Lc1) - 1630 EST A/C Reg. No. N42855 Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. LUBRICATING SYSTEM, OIL LINE - LOOSE 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,3

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Inju	ries	
, ) per eper a :	SUBSTA		Fata1			None
Type of Operation -PERSONAL	Fire			0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	0	0
Accident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model - CESSNA 150F	Eng Make/Model - CC			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warni	ng System	- YES
Max Gross Wt - 1600	Engine Type - RE		RETOR			
No. of Seats - 2	Rated Power -	100 HP				
-Environment/Operations Information	•					
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		:	UNK/NF	?		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport [	ata		
Basic Weather - VMC	LAPEER, MI		<b>D</b>	. T -1 t	40	
Wind Dir/Speed- 250/003 KTS	ATC/Airspace			/ Ident / Lth/Wid	- 18	NIIZ /NID
Visibility - 14.0 SM Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface		
Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance			Status		KF
Obstructions to Vision- NONE	Type of Creatance Type Apch/Lndg		Kuliway	Jiaius	OINT/ INC	
Precipitation - NONE	Type Aperly Enag	NONE				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 49	Medical Certific	2+0 - VALTE	MEDICAL -W	ATVEDS / LTM	тT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H		AIVLK3/ CIM	11
PRIVATE, CFI	Current - YES				4 Hrs - UN	K/NR
SE LAND	Months Since - 7	Make/Model-	16	Last 2 Last 3	O Days- UN	K/NR
GLIDER	Aircraft Type - UNK/NF			Last 9		
	· .				•	
Instrument Rating(s) - NONE						
-Narrative						
PIC STATED THAT ALTHOUGH HE WAS FLYING TH						
SET 20 DEG FOR TAKEOFF. AFTER TAKEOFF THE	Y NOTICED THAT THEY WOULD N	IOI BE ABLE TO CLE	AR IREES SC	THEY RIGH 15 DEG. TH	I SEAT PLT	

4/01/84 File No. - 208 DAVISON.MI A/C Reg. No. N6659F Time (Lc1) - 1345 EST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LOWERING OF FLAPS - EXCESSIVE - COPILOT 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 3. RAISING OF FLAPS - PREMATURE - COPILOT 4. STALL - INADVERTENT - PILOT IN COMMAND 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 6. OBJECT - WIRE, STATIC ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,5$ Factor(s) relating to this accident is/are finding(s) 6

-Basic Information- Type Operating Co Type of Operation Flight Conducted								
Type of Operation		(GENERAL AVIATION)	Aircraft	Damage			juries	
Type of Operation			SUBSTAN	TIAL	Fata			None
Flickt Canduated	n -PERSC	DNAL	Fire		-	0		1
			NONE	F	Pass C	0	0	1
Accident Occurred	d During -TAKEC	)FF 						
-Aircraft Informatio								
	VILLIAM FREEMAN		Make/Model - LYC			LT Installed		
Landing Gear - 1						Stall Warr	ning System	- UNK/N
Max Gross Wt - L			ine Type - REC		RBURETOR			
No. of Seats -	2 	Rat 	ed Power -	150 HP				
-Environment/Operat	ions Information							
Weather Data		Itiner				rt Proximity	/	
	- NO RECORD OF E		Departure Point		ON	AIRPORT		
	- N/A		ME AS ACC/INC					
Completeness -			nation			t Data		
Basic Weather		CO	_UMBUS,OH			.EDO ŞUBURBAN		
Wind Dir/Speed-		/				way Ident		<b>50</b>
Visibility -		ATC/Ai	•	NONE		way Lth/Wid		
Lowest Sky/Clou		<b>3</b> 1	of Flight Plan -			way Surface		
Lowest Ceiling Obstructions to			of Clearance - Apch/Lndq -		Rur	way Status	- 081	
Precipitation	- NONE	туре	Apen/ Lindg -	NUNE				
	- NONE ight - DAYLIG	NUT						
		10   						
-Personnel Informati Pilot-In-Command	ion	Age -	58	Medical Certif	: ::00+0 - VA	LID MEDICAL	-WATVEDS /I TI	MIT
Certificate(s)/F	oting(s)		light Review		Flight Time		WAIVENS/ LI	11.
PRIVATE	(at mg(s)	Curren					24 Hrs - UI	NK/NR
SE LAND			t - YES Since - 22	Make/Mode1			30 Days- U	•
SE EAND			t Type - UNK/NR				90 Days-	•
		,,,,,	t type of the first	27.0 (7 007)				
Instrument Ra	ating(s) - AIRF	LANE						
-Narrative					44 741 / 4410 74	10 OF A D. LIEST	055 7115	
PLT STATED THAT DUF					MAIN LANDIN	IG GEAR WENT	UFF THE	
. WHEN THE ACFT HIT	SUFT PLOWED DIR	RI AFTER LEAVING TH	RWY, IT NUSED O	VER.				

File No. - 331 4/26/84 LAMBERTVILLE, MI A/C Reg. No. N83BJ Time (Lc1) - 1400 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,3,4

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

Type Operating Certificate-NONE (	GENERAL AVIATION) Aire	craft Damage		Injur	ies	
Type operating per thireate noise (		BSTANTIAL	Fatal	•		None
Type of Operation -PERSON	IAL Fire		0	0	0	1
Flight Conducted Under -14 CFR	91 NON	NE Pass	0	0	0	0
Accident Occurred During -LANDIN						
-Aircraft Information						
Make/Model - CESSNA 152		LYCOMING 0-235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines		_	tall Warnin	g System -	YES
Max Gross Wt - 1670	J ,,	RECIPROCATING-CARBUR	LIUR			
No. of Seats - 2	Rated Power	· 110 HP				
-Environment/Operations Information-						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BR			ON AIR	PURI		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination	•	Airport Da	n+n		
Basic Weather   - VMC	SAME AS ACC/INC	•		CAPITAL		
Wind Dir/Speed- 040/004 KTS	3AME A3 A00/ 110	,		Ident -	18	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		50
Lowest Sky/Clouds - 4000 F	T SCATTERED Type of Flight P1	an - NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TOUCH AND GO				
Precipitation - NONE	<b>.</b>					
Condition of Light - DAYLIGH						
-Personnel Information	A	Madia-1 OantiCias		MEDICAL NO	WATVEDC /I	T.M.T.T
Pilot-In-Command Certificate(s)/Rating(s)	Age - 37 Biennial Flight Review		te - VALID nt Time (Ho		WAIVER5/L	TMII
	Current - N/A			Last 24	Hrs -	2
				Last 30	Davs- UN	Z/NR
STUDENT	Months Since ~ N/A		0	Last 90	Days-	9
	Months Since - N/A Aircraft Type - N/A	Make/Model- Instrument-	•			
STUDENT		Instrument-				
		Instrument-				
Instrument Rating(s) - NONE	Aircraft Type - N/A					
STUDENT  Instrument Rating(s) - NONE	Aircraft Type - N/A		N THE FIRS	T & COLLAPS		

File No. - 369 5/06/84 TRAVERSE CITY,MI A/C Reg. No. N94222 Time (Lc1) - 1420 EDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AIRSPEED - IMPROPER - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPRENHENSION - PILOT IN COMMAND 3. FLARE - INADEQUATE - PILOT IN COMMAND 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD NOSE OVER Occurrence #3 Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.5 Factor(s) relating to this accident is/are finding(s) 1.2.4

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D	amage			Inju	uries	
		SUBSTANTI	AL	F	atal			None
Type of Operation -PERSONAL		Fire		Crew	0	0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI		NONE	•	Pass	0	0	0	0
Aircraft Information								
Make/Mode1 - LEBLANC DRAGON FLY	Eng Make	e/Model - VW HA	PI			Installed,		
Landing Gear - TAILWHEEL-ALL FIXED	Number (	ingines - 1				tall Warn	ing Syste	em - UNK/I
Max Gross Wt - UNK/NR		Type - RECIP		RBURETOR	₹			
No. of Seats - 2	Rated Po	ower - 6 	60 HP					
Environment/Operations Information	711					D.,		
Weather Data	Itinerary			Α.		Proximity		
Wx Briefing - UNK/NR Method - UNK/NR	Last Depa SAME AS	arture Point			ON AIR	PURI		
Completeness - UNK/NR	Destination	•		۸ir	port D	a+a		
Basic Weather - VMC		S ACC/INC		A 11	•	L CITY		
Wind Dir/Speed- 030/003 KTS	JAME A.	7 400/1110					- 27L	
Visibility - 15.0 SM	ATC/Airspac	ce				Lth/Wid		150
Lowest Sky/Clouds - CLEAR	Type of I	- Flight Plan - N			Runway	Surface	- ASPHAL	.Т
Lowest Ceiling - 25000 FT BROK	EN Type of (	Clearance - N	IONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apcl	n/Lndg - N	IONE					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information						MEDICAL	LATVEDS /	TMTT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 53 Biennial Flight		dical Certin	lcate - Ilight 1			MAI VERS/ L	TMII
PRIVATE	Current	- UNK/NR					04 Hrs -	2
SE LAND	Months Sind	ce - UNK/NR	Make/Mode	I- HNK/N	JR	Last 3	RO Davs-	LINK/NR
SE EARD		/pe - UNK/NR	Instrumen	t-	3	Last 9	00 Days-	UNK/NR
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		-				•
Instrument Rating(s) - UNK/NR								
Narrative								
ACFT INADVERTENTLY BECAME AIRBORNE ON A H	IGH SPEED TAXI 1	TEST. THE PLT L	OWERED THE N	NOSE RES	SULTING	IN A PORF	POISE & T	HE
RD WAS DAMAGED. THE ACFT HAD NOT BEEN INS	PECTED OR CERTIF	FIED BY THE FAA	. EXAMINATIO	N REVE	LED TH	AT THE RIG	GHT WING	
A HIGHER ANGLE OF INCIDENCE THAN THE LEFT	CREATING AN ASY	MMETRICAL LIFT	CONDITION.	THE PIL	OT APP	LIED RIGHT	r STICK T	0

6/01/84 LANSING, MI File No. - 377 A/C Reg. No. N4463L Time (Lc1) - 2036 EDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation TAXI Finding(s) 1. WING - ASYMMETRICAL AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - PILOT IN COMMAND 3. (STANDARD/REQUIREMENT) - PILOT IN COMMAND AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), AIRFRAME - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,4$ 

		A/C Reg. No. N	37330	1	IIIIe (LCI)	1515 CS	1
-Basic Information Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Damage			Injur	ies	
Type operating our try roate none	deliterae Avialion)	NONE		Fatal	Serious	Minor	None
Type of Operation -PERSON	NAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFF	₹ 91	NONE	Pass	Ö	Ō	Ö	1
Accident Occurred During -LANDIN							
Aircraft Information							
Make/Model - PIPER J-4E		'Model - CONTINENTAL	85-12F	ELT	Installed/A	ctivated	- YES/N
Landing Gear - SKI	Number Er	ngines - 1		S	tall Warnir	ng System	- UNK/N
Max Gross Wt - 1400		/pe - RECIPROCATI	NG-CARBURE	TOR			
No of Seats - 2	Rated Pov	ver - 85 HP					
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR		ture Point		ON AIR	PORT		
Method - N/A	SAME AS	ACC/INC					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS	ACC/INC		BENSON	'S		
Wind Dir/Speed- VARIABLE				,		13	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - CLEAR		ight Plan - NONE			Surface -		
Lowest Ceiling - NONE		earance - NONE		Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Type Apch/	'Lndg - UNK/NR					
Precipitation - NONE							
Condition of Light - DAYLIGH	<del> </del>  T 						
-Personnel Information							
Pilot-In-Command	Age - 62				MEDĮCAL-WA	IVERS/LIM	/IIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (H			/
PRIVATE	Current		1 -			Hrs - UN	
SE LAND			/Model-		Last 30		
GLIDER	Aircraft Typ	pe - UNK/NR Inst	rument-	15	Last 90	uays-	5
Instrument Rating(s) - NONE							
Manastana							
-Narrative	OFAR FATLURE BURING A	AND THE ON A CHELL CO.	VEDED TUBE	DUV TUE	LANDING OF	4.0	
SKI-EQUIPPED ACFT SUFFERED LANDING					LANDING GE	AK	
ARATED WHEN AN ATTACH POINT FAILED.	THE PLI GAVE FAILGUE FA	ILURE AS A REASON FO	UK THE FAI	LUKE.			

3/996 Time (Lc1) - 1515 CST File No. - 240 1/01/84 WHITE BEAR LAKE,MN A/C Reg. No. N37996

Occurrence

COMPLETE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

#### Finding(s)

- 1. LANDING GEAR, SKI ASSEMBLY FAILURE, PARTIAL
- 2. LANDING GEAR, MAIN GEAR ATTACHMENT SEPARATION
- 3. LANDING GEAR, MAIN GEAR ATTACHMENT FATIGUE
- 4. TERRAIN CONDITION SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dam	2200		Injur	ios	
Type operating centilicate None (d	ENERAL AVIATION)	SUBSTANTIAL	_	Fatal	-	Minor	Nor
Type of Operation -INSTRUC		Fire	Crew	0		0	2
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		NONE	Pass	. 0	0	0	C
ircraft Information							
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED	Eng Make	/Model - LYCOMIN		ELT	Installed/Ad	ctivated	- YES/
Max Gross Wt - 1670		ngines - 1 vpe - RECIPRO	CATING-CAPRID		tall Warning	g System	- YES
No. of Seats - 2	Rated Po						
nvironment/Operations Information							
Veather Data Wx Briefing - FSS	Itinerary	rture Point		Airport ON AIR	Proximity		
Method - UNK/NR	BIMIDJI			UN AIR	PURI		
Completeness - WEATHER NOT PERT				Airport D	ata		
Basic Weather - VMC	SAME AS	ACC/INC			T LAKES		
Wind Dir/Speed- 310/015 KTS	470/41	_			Ident -		7.0
Visibility - 6.0 SM Lowest Sky/Clouds -	ATC/Airspac	e light Plan - VFR	,		Lth/Wid - Surface -		70
Lowest Ceiling - 1600 FT				,	Status -		
Obstructions to Vision- NONE		/Lndg - FUL			•	<b>,</b>	
Precipitation - NONE		_					
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 26 Biennial Flight	Medi	cal Certifica	te - VALID	MEDICAL -NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flig	ht Time (H	ours)	,	
COMMERCIAL, CFI	Current	- UNK/NR	Total -	2600	Last 24	Hrs - UN	IK/NR
SE LAND, SE SEA	Months Sinc	e - UNK/NR pe - UNK/NR	Make/Model-	800	Last 30	Days- UN	IK/NR
	Aircraft Ty	pe - UNK/NR	Instrument-	75	Last 90	Days-	20
Instrument Rating(s) - AIRPLA	NE						
larrative							
CFT COLLIDED WITH A SNOW EMBANKMENT	15 TO 20 FT SHORT OF	THE RWY ON FINA	L APPROACH. T	HE ACFT GO	T LOW AND SL	OW ON	
. ACCORDING TO THE INSTRUCTOR AND HE							

File No. - 238 1/28/84 DETROIT LAKES, MN A/C Reg. No. N25469 Time (Lcl) - 1000 CST

Occurrence

UNDERSHOOT

Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

- 1. TERRAIN CONDITION SNOWBANK
- 2. AIRSPEED BELOW DUAL STUDENT
- IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION PILOT IN COMMAND
- 4. WEATHER CONDITION WHITEOUT
- 5. CLEARANCE NOT MAINTAINED DUAL STUDENT
- 6. REMEDIAL ACTION INADEQUATE PILOT IN COMMAND(CFI)
- 7. THROTTLE/POWER CONTROL IMPROPER USE OF DUAL STUDENT

----Probable Cause----

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

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

Aircraft SUBSTAN Fire NONE  Make/Model - CON er Engines - 1 ne Type - REC d Power -  Ty Departure Point E AS ACC/INC	NTINENTAL A-65	Crew Pass  RBURETOR  Air	0 0 ELT Ing Sta	ll Warnin	ies Minor O O ctivated g System	
SUBSTAN Fire NONE  Make/Model - CON er Engines - 1 ne Type - REC d Power	TIAL  TINENTAL A-65 CIPROCATING-CA	Crew Pass  RBURETOR  Air	O O ELT Ing Sta	Serious 0 0 stalled/A	Minor 0 0 	1 0 
Fire NONE  Make/Model - CON er Engines - 1 ne Type - REC d Power	TINENTAL A-65	Crew Pass  RBURETOR  Air	O O ELT Ing Sta	0 0 stalled/A 11 Warnin	0  ctivated	O 
Make/Model - CONer Engines - 1 ne Type - REC d Power	NTINENTAL A-65	RBURETOR	ELT Ing Sta	stalled/A ll Warnin	ctivated	- YES/YI
er Engines - 1 ne Type - REC d Power ry Departure Point	CIPROCATING-CA	RBURETOR  Air	Sta	ll Warnin		
er Engines - 1 ne Type - REC d Power ry Departure Point	CIPROCATING-CA	RBURETOR  Air	Sta	ll Warnin		
er Engines - 1 ne Type - REC d Power ry Departure Point	CIPROCATING-CA	RBURETOR  Air	Sta	ll Warnin		
ne Type - REC d Power -  ry Departure Point		Air	port Pro		g System	- UNK/N
d Power -  ry Departure Point		Air				
ry Departure Point	65 HP					
Péparture Point				ovimi+v		
Péparture Point				ovimi+v		
E AS ACC/INC		OI	N AIRPO	<b>?</b> T		
				a		
AL.						
						100
		R	unway S	tatus -	DRY	
Apch/Lndg -	· UNK/NR					
_						/
					WAIVERS/	LIMII
					I I m m	•
				Last 24	mrs -	0 IIZ /NID
				Last 30	Days- UN	
t Type - UNK/NR	Instrumen	t- 4		Last 90	Days-	8
WHEN THE WIND LI	FTED THE RIGH	T WING AND	O TAIL O	OF THE AC	FT. THE	
5 i	ation AL space of Flight Plan - of Clearance - Apch/Lndg -  Sight Review - YES Since - 22 t Type - UNK/NR	ation AL space of Flight Plan - NONE of Clearance - NONE Apch/Lndg - UNK/NR  Medical Certi ight Review - YES Total Since - 22 Make/Mode t Type - UNK/NR Instrumen	Addition Airpo AL W Respace  Of Flight Plan - NONE Respect  Apch/Lndg - UNK/NR  Medical Certificate - V  Ight Review Flight Ti  - YES Total - 175  Since - 22 Make/Model - 128  t Type - UNK/NR Instrument - 4	Airport Data AL WINONA Runway It space of Flight Plan - NONE Runway St of Clearance - NONE Runway St Apch/Lndg - UNK/NR  Medical Certificate - VALID MI sight Review Flight Time (Hour - YES Total - 175 Since - 22 Make/Model - 128 t Type - UNK/NR Instrument - 4	Airport Data AL WINONA Runway Ident - Runway Lth/Wid - Runway Surface - Runway Status - Runway	Airport Data AL WINONA Runway Ident - 29 Runway Lth/Wid - 5200/ Runway Surface - ASPHALT Runway Status - DRY Apch/Lndg - UNK/NR  Medical Certificate - VALID MEDICAL-NO WAIVERS/ Sight Review Flight Time (Hours) - YES Total - 175 Last 24 Hrs - Since - 22 Make/Model - 128 Last 30 Days - UN

File No. - 329 5/01/84 WINONA,MN A/C Reg. No. N5184M Time (Lc1) - 1300 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND

2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE OVER Phase of Operation TAXI - FROM LANDING

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

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

File No 328 5/01/84 MINN	EAPOLIS,MN A/C R	eg. No. N3735Y	-	Time (Lcl)	- 2040 CDT	•
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraf	t Damage		Inju	 ries	
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crev		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	5 0	0	0	3
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - BEECH A36	Eng Make/Model - CO			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		Ş	Stall Warni	ng System	- YES
Max Gross Wt - 3600	Engine Type - RE					
No. of Seats - 6	Rated Power -	280 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	I		ON AIR	RPORT		
Method - N/A	SCHAUMBURG,IL					
Completeness - N/A	Destination		Airport [			
Basic Weather - VMC	SAME AS ACC/INC			CLOUD		
Wind Dir/Speed- CALM					- 27L	
Visibility - 20.0 SM	ATC/Airspace				- 3900/	75
	TTERED Type of Flight Plan			/ Surface		
Lowest Ceiling - NONE	Type of Clearance		Runway	/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE		FULL STOP				
Condition of Light '- DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 41	Medical Certifica			AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F			
PRIVATE	Current - YES	Total -	•		4 Hrs -	5
SE LAND	Months Since - 5	- •			Days- UN	•
	Aircraft Type - UNK/NR	Instrument-	113	Last 9	Days-	15
7						
Instrument Rating(s) - AIRPLANE						
Narrative						
E ACFT TOUCHED DOWN HARD DURING THE LANDIN	G. THE NOSE GEAR COLLAPSED A	ND THE ACFT SLID T	O A STOP.	THE PLT SA	ID HE WAS	
T ABLE TO ARREST THE SINK RATE OF THE ACFT			- /			
The second of th	Collin Dollaria Title Enter					

5/01/84 MINNEAPOLIS, MN A/C Reg. No. N3735Y Time (Lc1) - 2040 CDT File No. - 328 Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND MAIN GEAR COLLAPSED Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

-Basic Information							
				- <b></b>			
Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Damage				ıries	
Towns of Constant Law DEBCOMM		DESTROYED	_	Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew	0	0	1	0
Accident Occurred During -MANEUVERING	3	NONE	Pass	0	0	O	O
-Aircraft Information							
Make/Model - CESSNA 150H		del - CONTINENTAL				'Activated	
Landing Gear - TRICYCLE-FIXED	Number Engi				tall Warni	ng System	- YES
Max Gross Wt - 1600		- RECIPROCATI	ING-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 100 HP					
-Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN				UNK/NR			
Method - N/A	MONTEVIDEC	, MN					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 260/008 KTS						- UNK/NR	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
	ATTERED Type of Flig				Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clea			Runway	Status	- UNK/NR	
	Type Apch/Lr	dg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 26		Certificat				
Certificate(s)/Rating(s)	Biennial Flight Re			it Time (Ho		. 4 . 1	
PRIVATE			al -			!4 Hrs -	1
SE LAND	Months Since		e/Model-	22	Last 3	O Days- UN	
	Aircraft Type	- UNK/NR INST	trument-	2	Last 9	00 Days-	1
Instrument Rating(s) - NONE							
Newschitzen							
-Narrative		FACT 4 40 DECES	DANK URIES	TT CT41: =:	THE BE	O.T.	
ACFT WAS CIRCLING A FIELD AT ABOUT 400 T							
ED POWER AND LOWERED THE NOSE, AS THE ACE	H WAS RECOVERING FRO	M THE STALL IT IN	MPACIED THE	GROUND A	ND NOSED O	IVER.	

File No 3	379 5/05/84 BOYD,MN	A/C Reg. No. N50022	Time (Lc1) - 1200 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT MANEUVERING		
	MAINTAINED - PILOT IN COMMAND TENT - PILOT IN COMMAND		
	ALTITUDE DEVIATION,UNCONTROLLED DESCENT - UNCONTROLLED		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN MANEUVERING		
4. ALTITUDE - INAC	ATED - PILOT IN COMMAND EQUATE - PILOT IN COMMAND		
Occurrence #4 Phase of Operation	= -		
Probable Cause			
The National Transpo	rtation Safety Board determines that th	e Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 3		

Basic Information Type Operating Certificate-NONE (GENER)	AL AVIATION)	Aircraft Damage	е		Injur	ies	
Type operating our triviage mana (aziizin	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	SUBSTANTIAL	_	Fatal		Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BEECHCRAFT V35B		lodel - CONTINENTA	AL IO-520-BA		installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng			S-	tall Warnin	g System	- YES
Max Gross Wt - 3400		e - RECIP-FUEI					
No. of Seats - 6	Rated Powe	er - 285 HP					
Environment/Operations Information							
Weather Data	Itinerary	•		Airport F			
Wx Briefing - FSS	Last Depart			ON AIRF	PORT		
Method - TELEPHONE Completeness - FULL	COLUMBUS, Destination	GA		Airport Da			
Basic Weather - VMC	LEE'S SUM	IMIT MO		•	ita S-LEE'S SUM	MIT MIINIT	
Wind Dir/Speed- 270/018 KTS	LLL 3 30N	INT 1 , NO				18	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		60
Lowest Sky/Clouds - CLEAR		ght Plan - IFR			Surface -		
Lowest Ceiling - NONE		arance - IFR		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - STRAIC					
Precipitation - NONE		FULL S	STOP				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 28		l Certificat			WAIVERS/	LIMII
Certificate(s)/Rating(s) PRIVATE	Biennial Flight R Current		riigr tal -	nt Time (Ho 320		Hrs - UN	k /ND
SE LAND	Months Since		ke/Model-			Days- UN	
SE EARD	Aircraft Type	· - UNK/NR Ins	•	0		Days-	
	W. C. C. C. Type	2,		•		7 -	
Instrument Rating(s) - AIRPLANE							
Narrative							
PLT REPORTED THAT THE ACFT LANDED HARD. E	POLINICED AND LANDED	HADD YCYIN BDEYN.	THE NOSE	GEAD DEE	THE ACET	THE	

5/04/84 A/C Reg. No. N3138W Time (Lc1) - 1540 CDT File No. - 383 LEE'S SUMMIT, MO Occurrence #1 ALTITUDE DEVIATION.UNCONTROLLED APPROACH - VFR PATTERN - FINAL APPROACH Phase of Operation Finding(s) 1. WEATHER CONDITION - DOWNDRAFT Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - RUNWAY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

Basic Information					•	•	
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fata1	Injur Serious	nes Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 172		de1 - LYCOMING 0-	320				
Landing Gear - TRICYCLE-FIXED	Number Engi		NO CARRUPET		tall Warning	g System ·	- YES
Max Gross Wt - 2300	Engine Type Rated Power	- RECIPROCATI - 145 HP	NG-CARBURE I	UR			
No. of Seats - 4	Rated Power	- 145 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departu			ON AIR	PORT		
Method - ACFT RADIO	MADISON, MS			B			
Completeness - WEATHER NOT PERTINE Basic Weather - VMC	NT Destination LOCAL		А	irport D PARCHM			
Wind Dir/Speed- UNK/NR	LUCAL				Ident -	36	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - CLEAR		ht Plan - NONE			Surface -		
Lowest Ceiling - NONE		rance - NONE			Status -		
Obstructions to Vision- NONE		dg - NONE		•			
Precipitation - NONE							
Condition of Light - NIGHT(DARK)							
-Personnel Information							
Pilot-In-Command	Age - 59	Medical	Certificate		MEDICAL-NO	WAIVERS/	_IMIT
Certificate(s)/Rating(s)	Biennial Flight Re Current	view	Flight	Time (H			
PRIVATE				000		Hrs - UN	•
SE LAND	Months Since		/Model- 2	000	Last 30	Days- UN	
İ	Aircraft Type	- UNK/NR Inst	rument- UNK	/NR /ND	Last 90 Rotorcra	bays- aft - UNA	10 DM/\
		MUIT	i-Eng - UNK	/ INK	ROTORCE	art - UNF	X/ INK
Instrument Rating(s) - NONE							
-Narrative							
PLT REPORTED THAT DURING THE VISUAL APP	BOART TO BURELOW OF 11		ACET WITH T	IE	UTED DUNIUAV	AND	

File No. - 364 3/21/84 PARCHMAN, MS A/C Reg. No. N84809 Time (Lc1) - 2030 CST

ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT

- 2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS UNAVAILABLE
- 3. ALL AVAILABLE RUNWAY NOT USED PILOT IN COMMAND

----Probable Cause----

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

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

File No 228 4/13/84 WALL	.S,MS	A/C Reg. No. N8008X			Time (Lc1) - 1330 CST			
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft [	)amage		Injur	ies		
		SUBSTANT		Fatal	Serious	Minor	None	
Type of Operation -INSTRUCTION	IAL	Fire	Cr		0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pas	ss O	0	0	0	
-Aircraft Information Make/Mode1 - CESSNA 172	Eng Make/	Model - CONTI	NENTAL 0-320	FIT '	Installed/A	ctivated	- VES/V	
Landing Gear - TRICYCLE-FIXED			INCINIAL D 320		tall Warnin			
Max Gross Wt - 2300			ROCATING-CARB			9 0,210		
No. of Seats - 4	Rated Pow							
-Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFIN				ON AIR	PORT			
Method - N/A	SAME AS							
Completeness - N/A	Destination			Airport Da				
Basic Weather - VMC	SAME AS	ACC/INC		TWINKL		00		
Wind Dir/Speed- 220/010 KTS	ATO /A !				Ident - Lth/Wid -		450	
Visibility - 15.0 SM Lowest Sky/Clouds - 25000 FT SCA	ATC/Airspace		IONE		Surface -			
Lowest Ceiling - NONE		earance - N			Status -		/K1	
Obstructions to Vision- NONE	Type Anch/	Lndg - F	UII STOP	Kariway	Statas			
Precipitation - NONE	Type Apeny		022 070					
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 50		edical Certific			IVERS/LIM	IIT	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight			ight Time (Ho	ours)		_	
STUDENT		- N/A	Total -	40	Last 24	Hrs - UN	IK/NR	
	Months Since	•	Make/Model- Instrument-	15 3	Last 24 Last 30 Last 90	Days- UN	JK/NR	
	Aircraft Typ	e - N/A	Instrument-	3	Last 90	Days-	32	
Instrument Rating(s) - UNK/NR								
-Narrative								
PLT STATED THAT HE STALLED THE ACFT ABOU	IT AR ET AGE COVERS	THE AGET HITT	THE DUN IT EL	TDDED OVER				

File No. - 228 4/13/84 WALLS,MS A/C Reg. No. N8008X Time (Lc1) - 1330 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

2. STALL - INADVERTENT - PILOT IN COMMAND

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

-----Probable Cause----

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

 -Basic Information						
Type Operating Certificate-AGRICULTURAL		t Damage		Injur		
Type of Operation -FERRY	SUBSTAI Fire	NTIAL Crew		Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	0	0	0
Accident Occurred During -LANDING		, 433	· ·	·	· ·	
-Aircraft Information						
Make/Model - WEATHERLY 201B	Eng Make/Model - P 8					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1 Engine Type - REG			tall Warnin	g System	- YES
Max Gross Wt - 4000 No. of Seats - UNK/NR	5	450 HP	ETUK			
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing ~ NO RECORD OF BRIEFING	• • • • • • • • • • • • • • • • • • •		ON AIR	PORT		
Method - N/A	BELGRADE, MT					
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport D TOWNSE			
Wind Dir/Speed- UNK/NR	SAME AS ACC/INC			Ident ~	16	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -		72
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE		FORCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Aαe - 58	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		-, -, -, -,	
COMMERCIAL	Current - NO	Total -	20000	Last 24	Hrs -	1
SE LAND	Months Since - UNK/NR	Make/Mode1-	. 1	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/NR	Make/Model- Instrument- U Multi-Eng - U	NK/NR	Last 90	Days-	8
		Multi-Eng - U	NK/NR	Rotorcra	aft - UN	IK/NR
Instrument Rating(s) - NONE						
Narrative						
ACFT ENGINE LOST POWER ON THE BASE LEG WH	EN THE PLT RETARDED THE THRO	TTLE. THE PLT LAN	DED ON THE	RWY, BUT TH	HE ACFT	
RTED TO VEER TO THE RIGHT. THE PLT SAID HE	APPLIED THE BRAKES WHICH DE	D NOT SEEM TO OPE	RATE. LATE	R, HE SAID	HE MAY	
HAD HIS FEET ON THE RUDDER BAR & NOT ON			N THIS ACF	T. A MECHAN	IC	
) THE ENGINE PROBABLY LOST POWER BECAUSE I	T "FLOODED" DUE TO RAPID USE	OF THE THROTTLE.				

File No 34	45 2/18/84	TOWNSEND, MT	A/C Reg.	No. N1264W	Time (Lc1) - 1623 MST	
Occurrence #1 Phase of Operation						
2. IMPROPER DEC 3. IMPROPER DEC 4. THROTTLE/POWER C	CISION,INADEQUATE CISION,OVER CONFIC CONTROL - IMPROPER	USE OF - PILOT IN	PILOT IN COMMAND BILITY - PILOT IN CO		COMMAND	
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN				
Occurrence #3 Phase of Operation		- ON GROUND				
	E OF EQUIPMENT/AIR FROL - NOT MAINTAI - PILOT IN COMMAN	CRAFT, HABIT INTERFE NED - PILOT IN COMM	ERENCE - PILOT IN CO	DMMAND		

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7,8

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage	Fatal		uries Mino	r None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 103 Accident Occurred During -APPROACH	Fire NONE	Crew Pass	0	0 0		0
-Aircraft Information Make/Model - BACH CGS HAWK Landing Gear - TRICYCLE-FIXED Max Gross Wt - 550 No. of Seats - 1	Eng Make/Model - RO <sup>-</sup> Number Engines - 1 Engine Type - REC Rated Power -	TAX UNKNOWN	ELT S	Installed, tall Warn	/Activato ing Systo	ed - UNK/NF em - NO
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 220/012 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point MT VIEW,NC Destination LOCAL  ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	· NONE · NONE	OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRI ata Ident Lth/Wid Surface Status	- N/A - N/A - DIRT	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Biennial Flight Review	Medical Certificat Fligh Total - Make/Model- Instrument-	nt Time (H	ours)		
Instrument Rating(s) - NONENarrative PORTEDLY, THE ENG OF THE REGISTERED ULTRALI MEVER, BEFORE LANDING, THE ULTRALIGHT COLLI AT THE ACFT HAD AN UNEXPECTEDLY POOR GLIDE EA. THE REASON FOR THE ENG FAILURE WAS NOT IN ONTHE MORNING, PRIOR TO THE ACCIDENT.	DED WITH UTILITY WIRES, THEN RATIO & RESULTANTLY, HE DID	N IT STRUCK THE GRO NOT REACH THE INTE	OUND. THE ENDED FORC	PLT REPORT ED LANDING	TED G	

File No 2	231 1/30/84 NEWTON,NC	A/C Reg. No. N585WB	Time (Lc1) - 1330 EST
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED		<del>.</del>	
Occurrence #2 Phase of Operation	FORCED LANDING		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT APPROACH - VFR PATTERN - FINAL APPROACH	4	
Finding(s) 2. OBJECT - WIRE,1			
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 2		

Type Operating Certificate-NONE (GENERA	•	raft Damage		Inju		
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING				Serious O O	Minor O O	None 1 1
Aircraft Information Make/Model - PITTS SPECIAL S2A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 900 No. of Seats - 2	Number Engines - Engine Type -	LYCOMING AEIO-360-/ 1 RECIP-FUEL INJECTED 200 HP	!	Installed// Stall Warni		
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination LOCAL  ATC/Airspace Type of Flight Pl Type of Clearance	an - NONE	ON AII Airport I COX F Runwa Runwa Runwa Runwa Runwa	Data IELD / Ident / Lth/Wid / Surface		75 RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 54 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK	Make/Model-	ight Time (F 5235 405 135	lours) Last 24 Last 30	4 Hrs - UN	(/NR (/NR
Instrument Rating(s) - AIRPLANE						
Narrative ACFT MADE A HARD LANDING AND DAMAGED A BR AS THE RUDDER BECAME INEFFECTUAL THE ACFT OPERLY ACTING AS AN INSTRUCTOR TO A PRIVA	LEFT THE RWY AND COLLID	ED WITH A HANGER. TH				

File No. - 275 3/10/84 APEX,NC A/C Reg. No. N83798 Time (Lc1) - 1600 EST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. LANDING GEAR, NORMAL BRAKE SYSTEM - CRACKED 2. FLARE - IMPROPER - DUAL STUDENT 3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI) 4. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI) Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR, NORMAL BRAKE SYSTEM - LACK OF DIRECTIONAL CONTROL - NOT POSSIBLE - DUAL STUDENT 7. LANDING GEAR, NORMAL BRAKE SYSTEM - PREVIOUS DAMAGE 8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND(CFI) Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 9. OBJECT - BUILDING(NONRESIDENTIAL) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7,8 Factor(s) relating to this accident is/are finding(s) 1,4,9

Type Operating Certificate-NONE (GENER			F-4-1	Injurie		<b>N</b> I
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAN Fire NONE	Crew Pass	-	Serious O O	Minor 1 O	None 0 0
Aircraft Information Make/Model - BOWERS FLY BABY 1A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 920 No. of Seats - 1	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -		S	Installed/Act tall Warning		
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- UNK/NR Precipitation - UNK/NR Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination SAME AS ACC/INC  ATC/Airspace Type of Flight Plan - Type of Clearance -		UNK/NR Airport D Runway Runway Runway		N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND  Instrument Rating(s) - AIRPLANE	Age - 68 Biennial Flight Review Current - NO Months Since - 30 Aircraft Type - UNK/NR	Medical Certifica Flig Total - Make/Model- Instrument- U Multi-Eng - U	ht Time (H 5000 221 NK/NR		drs - UNK Days- UNK Days- UNK	/NR /NR /NR

File No. - 226 3/24/84 NEW BERN,NC A/C Reg. No. N4986E Time (Lc1) - 1310 EST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLT CONTROL SYST, AILERON CONTROL - INCORRECT MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND 3. CHECKLIST - POOR - PILOT IN COMMAND 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,4,6$ Factor(s) relating to this accident is/are finding(s) 5

File No 232 4/05/84 APEX,	NC A/C Re	eg. No. N5839W	Т	ime (Lc1) -	1715 EST	
-Basic Information Type Operating Certificate-NONE (GENERA		t Damage		Injur	 ies	
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Ο	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-28-150	Eng Make/Model - LYO					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 2150	Engine Type - REC		ETOR			
No. of Seats - 4	Rated Power -	150 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	APEX, NC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		APEX			
Wind Dir/Speed- CALM				Ident -		
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - SCATTERED	Type of Flight Plan			Surface -		
Lowest Ceiling - BROKEN	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	FURCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 53	Medical Certifica	+ VALID	MEDICALWA	TVEDC/LIM	T T
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		IVERS/LIM	11
PRIVATE	Current - YES	Total -		· ·	Hrs -	1
SE LAND	Months Since - 4		500	Last 24 Last 30 Last 90	Davs-	8
JE EAND	Aircraft Type - UNK/NR	Instrument-	4	Last 90	Days-	25
	ATTOTATE Type ONN, NIC	This cramerre	7	Last 50	bays	23
Instrument Rating(s) - UNK/NR						
-Narrative				<b></b>		
DRDING TO THE PLT, THE ENG LOST POWER DURI	NG TAKENEE HE WAS ADIE TO L	FED THE ENG DUNNIT	NG BY DIME	ING THE THRE	TTI F	
WAS NOT ABLE TO GAIN ALTITUDE. HE MADE A						
RESISTOFLEX HOSE P/N 17766-6 HAD FAILED A						
	CLUMING ONMETERED AIR TO ENT	CV THE FIND OFFIND	LING TIMOUGI	THE EXTME	·	

File No 2	232 4/05/84	APEX,NC	A/C Reg. No. N5839W	Time (Lc1) - 1715 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(PA TAKEOFF - INITIA	RTIAL) - MECH FAILURE L CLIMB	MALF	
Finding(s) 1. FUEL SYSTEM - F	AILURE,PARTIAL		·	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY		
Probable Cause	·			

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

File No 250 5/01/84 BURL	NGTON, NC	A/C Reg. No. N6128B			Time (Lc1) - 1730 EST			
Basic Information Type Operating Certificate-NONE (GENERA		craft Damage			Injur			
Type of Openation TEST FLIGHT		BSTANTIAL	0	Fatal				
Type of Operation -TEST FLIGHT Flight Conducted Under -14 CFR 91		·e INE	Crew Pass	0	0 0	0	1	
Accident Occurred During -LANDING	NC	ine.	rass	O	U	U	'	
Aircraft Information								
Make/Model - CESSNA 182	Eng Make/Model							
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warning	g System	- YES	
Max Gross Wt - 1500	Engine Type		G-CARBURE	TOR				
No. of Seats - 1	Rated Power	- 230 HP						
Environment/Operations Information Weather Data	Itinerary			Ainmont	Proximity			
Wx Briefing - NO RECORD OF BRIEFING		oint			RPORT/STRIP			
Method - N/A	SAME AS ACC/IN			OII AI	KFUKI/ JIKIF			
Completeness - N/A	Destination	.0		Airport Da	ata			
Basic Weather - VMC	SAME AS ACC/IN	IC	ŕ		GTON MUNICIA	PAL		
Wind Dir/Speed- 240/005 KTS	J				Ident -			
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid ~	3700/	150	
Lowest Sky/Clouds -	Type of Flight F				Surface -			
Lowest Ceiling -	Type of Clearand			Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED L	ANDING					
Precipitation - NONE Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	Age - 35	Medical C	ertificate	e - VALID	MEDICAL-NO	WAIVERS/	IIMIT	
<pre>Certificate(s)/Rating(s)</pre>	Age - 35 Biennial Flight Review	, , , , , , , , , , , , , , , , , , , ,		t Time (H				
COMMERCIAL	Current - YE	S Total	- ;	3535	Last 24	Hrs -	1	
ME LAND	Months Since - UN	K/NR Make/	Model-	100	Last 30	Days- UN	K/NR	
	Aircraft Type - UN	K/NR Instr	ument-	0	Last 90	Days-	75	
Instrument Rating(s) - NONE								
Narrative								
ACFT NOSED OVER DURING A FORCED LANDING A								
/2 FULL JUST BEFORE THE ENGINE QUIT. NO F ALLY AFTER REFUELING.	OEL WAS FOUND IN THE A	CFI AFIER IHE	ACCIDENT.	IHE ENGI	NE PERFURMEL	,		
MEET MITER REPUBLING.								

A/C Reg. No. N6128B Time (Lc1) - 1730 EST File No. - 250 5/01/84 BURLINGTON, NC Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Injur	ies	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	SUBST Fire NONE	ANTIAL . Cre Pas		Serious O O	Minor O O	None 1 1
Accident Occurred During -TAKEOFF	NONE	1 43	3 0	Ü	Ü	•
-Aircraft Information						
Make/Model - MAULE M-5-210C Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - C Number Engines -			Installed/A Stall Warnin		
Max Gross Wt - 2300	Engine Type - R			stall warmin	g system	- 165
No. of Seats - UNK/NR	Rated Power -					
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	WILLISTON, ND	t		RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D	ata		
Wind Dir/Speed- 210/010 KTS					N/A	
Visibility - 60.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		D.V
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg	- NONE - NONE	Runway	Status -	SNOW - D	RY
Precipitation - NONE	Type Apcn/ Ling	- NONE				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 36				WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)     PRIVATE</pre>	Biennial Flight Review Current - UNK/N		ght Time (F		Hrs - UN	ız /ND
SE LAND	Months Since - UNK/N		160	136+ 30	Dave- UN	⊬ /ND
JE EAND	Aircraft Type - UNK/N		UNK /NB	Last 90	Days -	21
	Attoract Type Only to	Multi-Eng -	UNK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
-Narrative						
PLT MADE AN OFF ARPT LANDING ON UPWARD SL	OPING TERRAIN WHICH WAS CO	VERED WITH APRX 4	INCHES OF S	NOW. ABOUT		
HR LATER, HE INITIATED A TAKEOFF ON A DIF		D ON DOWNWARD SLOP S & SLOWED THE ACF				

File No. - 344 1/04/84 FORTUNA,ND A/C Reg. No. N314X Time (Lc1) - 1400 CST

Occurrence NOSE OVER
Phase of Operation TAKEOFF

Finding(s)

- 1. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 2. TERRAIN CONDITION SNOW COVERED
- 3. TERRAIN CONDITION DOWNHILL
- 4. ABORTED TAKEOFF PERFORMED PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	TION) Aircraft SUBSTAN Fire NONE	_	Fata1 0 0	Inju Serious O	ries Minor O	None
Flight Conducted Under -14 CFR 91	Fire	Crew	0	0		
			U	0	Ö	1 0
Aircraft Information Make/Model - LEE M. BROWN TATERBUG SB-1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1200 No. of Seats - 2	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -	TINENTAL A-65 IPROCATING-CARBURI 65 HP	S1 ETOR	all Warni	Activated ng System	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	tinerary Last Departure Point MINOT,ND Destination LOCAL		Airport F	Proximity RPORT/STRI		
Lowest Sky/Clouds - SCATTERED Lowest Ceiling - NONE	TC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -			Lth/Wid Surface	- N/A - N/A - N/A - N/A	
Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	24 ial Flight Review	Medical Certificat	te - VALID nt Time (Ho		O WAIVERS/	LIMIT
PRIVATE CU SE LAND MO	urrent - YES onths Since - 6 ircraft Type - UNK/NR	Total - Make/Model- Instrument-	273 91 3	Last 2 Last 3	4 Hrs - O Days- O Days-	1 7 22
Instrument Rating(s) - NONE						

File No. - 340 3/22/84 SAWYER,ND A/C Reg. No. N9026T Time (Lc1) - 1740 CST LOSS OF POWER(PARTIAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. FLUID, FUEL - CONTAMINATION 3. FLUID, FUEL - WATER 4. FLUID, FUEL GRADE - OTHER Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

PAGE 201

File No 350 3/13/84 MINDE	N,NE A/C R	eg. No. N2832F	T	ime (Lc1) -	1830 CST	
-Basic Information Type Operating Certificate-NONE (GENERA		t Damage		Injur		
Type of Operation -OTHER WORK U	SUBSTA SE Fire	NTIAL Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	SE FIRE NONE	Pass	_	0	0	0
Accident Occurred During -LANDING	Home	1 430	Ŭ	v	ŭ	Ü
-Aircraft Information		~				
Make/Model - CESSNA 182J	Eng Make/Model - CO			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 2800 No. of Seats - 4	Engine Type - RE Rated Power -	CIPROCATING-CARBUR 230 HP	ETUK			
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point MINDEN,NE		ON AIR	PORT		
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL		SCHMID			
Wind Dir/Speed- 090/010 KTS	ATO /A :				29	100
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan	- NONE		Lth/Wid - Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway		UNK/NR	X I
Obstructions to Vision- NONE		- UNK/NR	· · · · · · · · · · · · · · · · · · ·	514145	0.111, .111	
Precipitation - NONE	. , ,					
Condition of Light - DAYLIGHT						
-Personnel Information				MEDICAL NO	WATVERS /	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 43 Biennial Flight Review	Medical Certifica	te - VALID ht Time (H		WAIVERS/	_ I I/I I
PRIVATE	Current - YES	Total -	•	Last 24	Hrs -	1
SE LAND	Months Since - 3	Make/Model-	98	Last 30	Days- UN	
	Aircraft Type - UNK/NR	Instrument-		Last 90		4
	•					
Instrument Rating(s) - NONE						
-Narrative						
PLT HAD RETURNED FROM DROPPING SKYDIVERS LAND, HE WAS TEMPORARILY BLINDED BY THE SU						
RED OFF THE RWY, HIT PILES OF MANURE & NOS		OUNCED BACK INTO I	IIC AIR. II	THEN SELLE	,	
LED O THE KAT, THE LITTED OF MANORE & NOS						

File No 3	3/13/84	MINDEN,NE	A/C Reg.	No. N2832F	Time (Lc1) - 1830 CST
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/1	LONCHDOMN			
	PER - PILOT IN COMM		L PERCEPTION - PILOT		
Occurrence #2 Phase of Operation	LOSS OF CONTROL - LANDING - FLARE/1	- ON GROUND FOUCHDOWN			
<ol> <li>DIRECTIONAL CON</li> <li>GROUND LOOP/SWE</li> </ol>	OUNCED LANDING - IN ITROL - NOT MAINTAIN RVE - INADVERTENT -	NED - PILOT IN COM- - PILOT IN COMMANI	MMAND D		
Occurrence #3 Phase of Operation	ON GROUND COLLIST	ON WITH OBJECT			
Finding(s) 7. TERRAIN CONDITI					
Occurrence #4 Phase of Operation	NOSE OVER LANDING				
Probable Cause					
The National Transpois/are finding(s) 2,		rd determines that	t the Probable Cause(	s) of this acc	ident
Factor(s) relating t	o this accident is/	are finding(s) 1,	,3,7		

Type Operating Certificate-NONE (GENER	RAL AVIATION) Aircrat	t Damage		Injur	ies	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	SUBSTA		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF - I	NITIAL CLIMB					
Aircraft Information						
Make/Model - BEECHCRAFT A36TC	Eng Make/Mode1 - CO					
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		S	tall Warnin	g System	- YES
Max Gross Wt - 3600	Engine Type - RE					
No. of Seats - 6	Rated Power -	300 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point	:	UNK/NR			
Method - TELEPHONE	NORTHPLATTE, NE			•		
Completeness - WEATHER NOT PERTINEN Basic Weather - VMC	IT Destination BOULDER,CO		Airport D	ата		
Wind Dir/Speed- 030/007 KTS	•		Punway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - 1500 FT SCA	TTERED Type of Flight Plan	- NONE		•	N/A	
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance	- NONE			N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 35	Medical Certificat			IVERS/LIM:	[ T
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES		nt Time (H		Una - UNI	/ NID
SE LAND				Last 24		
SE EAND	Months Since - 13 Aircraft Type - UNK/NF	Make/Model- Instrument-	0	Last 90	Days ON	20
	or are rype of they far	. Instrument	V	2431 30	Jayo	
Instrument Rating(s) - NONE						
Narrative						

File No. - 394 3/17/84 NORTH PLATTE, NE A/C Reg. No. N222HC Time (Lc1) - 1103 CST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. DOOR, PASSENGER - UNLOCKED 2. DOOR, PASSENGER - OPEN 3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND 4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - NORMAL Finding(s) 5. TERRAIN CONDITION - RUNWAY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4 Factor(s) relating to this accident is/are finding(s) 1,2

File No 389 3/19/84 LIN	COLN,NE A/C F	A/C Reg. No. N9996H Time (Lc1) -			0047 CS	Т
Basic Information			<del> </del>			
Type Operating Certificate-NONE (GENE		t Damage		Injur		
	SUBSTA	· · · · · · · · · · · · · · · · · · ·	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	_	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	3
Accident Occurred During -LANDING -	ROLL 					
Aircraft Information						
Make/Model - CESSNA 182	Eng Make/Model - CC	NTINENTAL 0-470-U	ELT	Installed/A	ctivated	- YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines -		S	tall Warning	g System	- YES
Max Gross Wt - 3100	Engine Type - RE	CIPROCATING-CARBUR	TOR			
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	,		
Method - TELEPHONE	DENVER, CO					
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - IMC	LINCOLN, NE		LINCOL	N MUNICIPAL		
Wind Dir/Speed- 030/014 KTS			Runway	Ident -	35L	
Visibility - 1.500 SM	ATC/Airspace		Runway	Lth/Wid -	12901/	200
Lowest Sky/Clouds - 700 FT	Type of Flight Plan	- IFR	Runway	Surface -	ASPHALT	
Lowest Ceiling - 700 FT OV	ERCAST Type of Clearance	- IFR	Runway	Status -	ICE COV	ERED
Obstructions to Vision- FOG	Type Apch/Lndg		•			
Precipitation - SNOW	,, , , , , ,	FULL STOP				
Condition of Light - NIGHT(DARK)						
Personnel Information						
Pilot-In-Command	Age - 46	Medical Certificat	e - VALID	MEDICAL-WA	VERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		nt Time (H		· - · - ·	
PRIVATE	Current - YES	Total -	275	Last 24	Hrs -	25
SE LAND	Months Since - 2	Make/Mode1-	39	Last 30	Days- U	VK/NR
	Months Since - 2 Aircraft Type - UNK/NR	Instrument-	54	Last 90	Days-	36
Instrument Rating(s) - AIRPLANE						
Narrative						
	WIND CONDITIONS AND DESTRICT	ED VICIBILITY DUE	O TOE ON	THE WINDOWS	ID THE	
NG LANDING ROLL ON THE RUNWAY WITH CROSS SLID LEFT ON THE ICE AND COLLIDED WITH					LU IME	

File No. - 389 3/19/84 LINCOLN, NE A/C Reg. No. N9996H . Time (Lc1) - 0047 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. TERRAIN CONDITION - RUNWAY 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. TERRAIN CONDITION - ICY Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4 Factor(s) relating to this accident is/are finding(s) 1,3,5,6

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircr	aft Damage		Iniu	ries		
Type operating benefit teate None (GENER		TANTIAL	Fata1		Injuries ous Minor None		
Type of Operation -PERSONAL	Fire	Crew		0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 182RG		LYCOMING 0-540-J3C5D			Activated		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		-	tall Warni	ng System	- YES	
Max Gross Wt - 3200		RECIPROCATING-CARBUR	ETOR				
No. of Seats - 4	Rated Power -	235 HP					
Environment/Operations Information				-			
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFIN		nt	ON AIR	PORT			
Method - N/A	TETERBORO,NJ						
Completeness - N/A Basic Weather - VMC	Destination		Airport D				
Wind Dir/Speed- 290/015 KTS	LOCAL		TETERB		0.4		
Visibility - 12.0 SM	ATC/Airspace				- 01 - 7000/	150	
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE		Surface		150	
Lowest Ceiling - NONE	Type of Clearance				- DRY		
Obstructions to Vision- NONE		- TRAFFIC PATTERN	Kariway	Status	DK.		
Precipitation - NONE	Type Apolly Elias	THAT IS TATTENT					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - UNK/NR	Medical Certifica	te - VALID	MEDICAL-W	AIVERS/LIM	ΙT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)			
PRIVATE	Biennial Flight Review Current - YES	Total -	455	Last 2	4 Hrs - UN		
SE LAND	Months Since - 22	Make/Model-	76	Last 30	O Days- UN		
	Aircraft Type - UNK/	NR Instrument-	36	Last 9	O Days-	2	
Instrument Rating(s) - NONE							
Manualtina							
Narrative	10 MIN FLIGHT HE RETURNED						

File No. - 400 2/20/84 TETERBORO,NJ A/C Reg. No. N3714C Time (Lc1) - 1440 EDT

Occurrence LOSS OF, CONTROL - ON GROUND Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

File No 382 1/11/84 ALBUQ	JERQUE, NM	A/C Reg. N	o. N81753	Т	ime (Lc1)	- 1230 MS	Т
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -NON SCHED,DO Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	L AVIATION) MESTIC,PASSENGER	Aircraft Dam SUBSTANTIAL Fire NONE	_	Fatal O O	Inju Serious O O		None 1 2
Aircraft Information Make/Model - PIPER PA-32R-301T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6500 No. of Seats - 6	Eng Make/Mo Number Engi Engine Type Rated Power	ines - 1 e - RECIP-F	G TIO-54O-S1AE UEL INJECTED HP		Installed// tall Warnin		
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/O11 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	EL PASO,TX  Destination  SAME AS AC  ATC/Airspace  Type of Flig  Type of Clea	(	E E	UNK/NR Airport Da Runway Runway Runway	ata	- N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 42 Biennial Flight Re Current Months Since Aircraft Type	eview - YES - 2 - UNK/NR	cal Certificat Fligh Total - Make/Model- Instrument- Multi-Eng -	nt Time (Ho 2005	ours)	4 Hrs ~ Days- U	6 NK/NR
Instrument Rating(s) - AIRPLANE							
THE PILOT MADE AN EMERGENCY LANDING AFTER A TOUR OF THE PILOT MADE AN EMERGENCY LANDING AFTER A TOUR OF THE MANIFOLD PRESSURE. THE GEAR COLLAPSED INVESTIGATION REVEALED THAT A 100 HR INSPECTION APPARENTLY FAILED TO ENSURE THAT THE LEFT CROSSECURED. BOTH MAGNETOS HAD SHORTED OUT DUE TOUR FROM EXHAUST GASES. THE PILOT HAD OPPORTUNITING FLIGHT.	O ON LANDING, BENDI ON HAD BEEN COMPLET SSOVER EXHAUST COLL LEAD FROM THE "P"	NG THE ENGINE ED 6 DAYS BEF ECTION ELBOW LEAD ENDS MEL	MOUNTS & BOTH DRE THE ACCIDE TUBE WAS PROPE TING INTO THE	WING SPAN ENT AT WHIC ERLY ALIGNO CONDENSERS	RS. THE SUE CH TIME THE ED & THE CL S BECAUSE (	BSEQUENT E MECHANI LAMP DF HEAT	

File No. - 382 1/11/84 ALBUQUERQUE,NM A/C Reg. No. N81753 Time (Lc1) - 1230 MST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. EXHAUST SYSTEM, CLAMP - IMPROPER 2. EXHAUST SYSTEM, TRACK - LEAK 3. IGNITION SYSTEM, MAGNETO - DISCONNECTED Occurrence #2 FORCED LANDING Phase of Operation LANDING Finding(s) 4. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND Occurrence #3 GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5.6

File No 348 2/01/84 SANTA	FE,NM A/C Reg	. No. N4096B	Time (Lcl)	- 1615 MST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTANT	•	Inju Fatal Serious	uries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0 0	0	1 O
Aircraft Information Make/Model - BELLANCA 17-30A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3325 No. of Seats - 4		INENTAL IO-520-KIA P-FUEL INJECTED BOO HP	ELT Installed/ Stall Warni		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 100.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination MONAHANAS,TX  ATC/Airspace Type of Flight Plan - Type of Clearance -	A i r NONE	irport Proximity ON AIRPORT Pport Data SANTA FE CO. Runway Ident Runway Lth/Wid Runway Surface Runway Status		100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - 57 M Biennial Flight Review Current - YES Months Since - 21 Aircraft Type - UNK/NR	ledical Certificate - Flight 1 Total - 198 Make/Model- 159 Instrument- UNK/N Multi-Eng - UNK/N	Time (Hours) 31 Last 2 94 Last 3 NR Last 9	24 Hrs ~ 30 Days- UN	2 IK/NR 25
Narrative E PLT NOTICED THE THROTTLE STICKING ON TAKE OKOFF AT A BELOW NORMAL SPEED AND HAD TO BE GINEER SAID THE THROTTLE FRICTION SHOULD HA CHANIC SAID THE CABLE IS SUPPOSE TO BE INSP NUAL WAS APRX 8 MOS BEFORE THE ACCIDENT.	LANDED. SUBSEQUENTLY, THE AC VE BEEN NOTICEABLE TO THE PLT	FT IMPACTED THE GROU FOR SOME TIME PRIOR	JND & SEVERAL TRE R TO THE ACCIDENT	EES. AN	

File No 3	48 2/01/84	SANTA FE,NM	A/C Reg. No. N4096B	Time (Lc1) - 1615 MST
Occurrence #1 Phase of Operation	•	NT/SYSTEM FAILURE/N	MALFUNCTION	
		ES IN EQUIPMENT - F ED	PERFORMED - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		TOUCHDOWN		
Occurrence #3 Phase of Operation	IN FLIGHT COLLIS			
Occurrence #4 Phase of Operation		ION WITH OBJECT		
Finding(s) 4. OBJECT - TREE(S				
Probable Cause				
The National Transpois/are finding(s) 3	rtation Safety Boa	rd determines that	the Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	/are finding(s) 1 2	0_4	

Type Operating Certificate-NONE (GENERA				Inju		
Time of Onesia time	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -FERRY Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDING	NONE	rass	O	O	U	O
Aircraft Information						
Make/Model - PIPER PA-18-150	Eng Make/Model - LYC	DMING 0-320-A2A		Installed/		
Landing Gear  - TAILWHEEL-ALL FIXED Max Gross Wt  - 1750	Number Engines - 1 Engine Type - REC	T D D O C A T T N C - C A D D U D I		tall Warnin	ng System	- NU
No. of Seats - 2		150 HP	LIUK			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A Completeness - N/A	RUIDOSO, NM		A	_4_		
Basic Weather - VMC	Destination SAME AS ACC/INC	Airport D				
Wind Dir/Speed- 360/005 KTS	SAME AS ACC/INC				- 35	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid -		60
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	TRAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - DUSK						
Personnel Information Pilot-In-Command	Age - 35	Medical Certifica <sup>.</sup>	ha - VALTO	MEDICAL-NO	NATVERS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H		,	
COMMERCIAL	Current - YES	Total -	1215	Last 24	4 Hrs - UN	IK/NR
SE LAND, ME LAND, SE SEA	Months Since - 18	Make/Model-	10	Last 30	Days-	7
	Aircraft Type - UNK/NR	Instrument-	219	Last 90	Days-	7
		Multi-Eng -	53			
Instrument Rating(s) - AIRPLANE	·					
Narrative						

File No 21	9 2/03/8	84 ALBUQUERQUE, NM	A/C Reg.	No. N57528	Time (Lc1) - 1750 MST
Occurrence #1 Phase of Operation					
2. DIRECTIONAL CONT	ROL - NOT MAIN	OF - PILOT IN COMMAND NTAINED - PILOT IN COMM ENT - PILOT IN COMMAND	<b>AN</b> D		
Occurrence #2 Phase of Operation	MAIN GEAR COI LANDING - ROI	-			
Finding(s) 4. LANDING GEAR,MAI	N GEAR ATTACH	MENT - OVERLOAD			
Probable Cause	-				
The National Transporis/are finding(s) 1,2	•	Board determines that	the Probable Cause	(s) of this acc	ident

File No 339 2/10/84 ANGEL	FIRE,NM A/C Re	g. No. N6210U	Т	ime (Lc1) -	1330 MST	=
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injuri	es	
-	SUBSTAN	TIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pass	0	0	0	1
Aircraft Information						
Make/Model - MOONEY M2OC	Eng Make/Model - LYC	OMING 0-320	ELT	Installed/Ac	tivated	- UNK/N
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warning	System	- YES
Max Gross Wt - 2575	Engine Type - REC					
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A	SAME AS ACC/INC	•				
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	UNK/NR		ANGEL			
Wind Dir/Speed- 240/015 KTS				Ident -		
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		JNK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -		•	Surface -		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	WET	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information					(	
Pilot-In-Command		Medical Certifica			AFK2/ LIM	11 1
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		I I	•
PRIVATE	Current - YES	Total - Make/Model-	500	Last 24	nrs -	0
	Months Since - 6		60 4	Last 24 Last 30 Last 90	Days-	30 30
	Aircraft Type - UNK/NR	Instrument-	4	Last 90	Days-	30
						:
Instrument Rating(s) - NONE						4
Narrative						
IE PLT REPORTED THAT DURING TAKEOFF, THE ACF IY & RETRACTED THE GEAR WHILE IN GROUND EFFE						
ENT THRU A FENCE BEYOND THE END OF THE RWY. _SO. THE RWY HAD A O.86% UPHILL GRADIENT.						
ios, the annual of order of the annual of the order of th						

File No. - 339 2/10/84 ANGEL FIRE,NM A/C Reg. No. N6210U Time (Lcl) - 1330 MST Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE 5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND 6. AIRSPEED(VLOF) - NOT OBTAINED - PILOT IN COMMAND 7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 8. OBJECT - FENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6

Factor(s) relating to this accident is/are finding(s) 2,3,4.8

-Basic Information					T		
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft [ NONE	amage	Fatal	Injur Serious		None
Type of Operation -INSTRUCTIONA	L	Fire	Crev		1	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	. 0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - RAVEN RALLY RX7		Model - N/A			Installed/A		
Landing Gear - UNK/NR Max Gross Wt - UNK/NR		ingines - N/A Type - UNK/N	ID.	S	tall Warnin	g System	- UNK/N
No. of Seats - UNK/NR		ype - UNK/1 ower - N/A	ık				
NO. Of Seats - DINC/INC	Rated PC	- N/A					
-Environment/Operations Information Weather Data	Itinerary			Ainpont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		rture Point			RPORT/STRIP		
Method - N/A		ACC/INC		011 41	KI OKI, SIKII		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	SAME AS	ACC/INC					
Wind Dir/Speed- 330/010 KTS						N/A	
Visibility - 100.0 SM	ATC/Airspac		10115		Lth/Wid -		D.E.
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE		light Plan - N Clearance - N			Surface - Status -	DRY	K F
Obstructions to Vision- NONE		n/Lndg - F		Runway	status -	DKT	
Precipitation - NONE	, , , , , , , , , , , , , , , , , , , ,	, Linag	022 070				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 34		edical Certifica				
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (H	ours)		. /ND
COMMERCIAL, CFI	Current Months Sins	- YES ce: - 8	Total - Make/Model- L	156 מוא/ שואו	Last 24	Hrs - UNI	
FREE BALLOON	Aircraft Tv	pe - UNK/NR	Instrument-	O O	Last 90	Days- UN	18
, nee baccon	A. Grancing	F = 0.110/110	1.10 (1 4111011)	Ğ	2301 30	,-	
Instrument Rating(s) - NONE							
-Narrative							
STUDENT PLT ABOARD THE BALLOON SUFFERED A	BROKEN LEG DURI	NG A LANDING.	SHE HAD BEEN BE	IEFED ON T	HE PROPER S	TANCE FOR	
DING AND THE INSTRUCTOR THOUGHT SHE WAS IN							

File No. - 274 2/12/84 ALBUQUERQUE,NM A/C Reg. No. N40995 Time (Lc1) - 0900 MST

Occurrence MISCELLANEOUS/OTHER Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - DUAL STUDENT

----Probable Cause----

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

				Time (Lc1) - 1430 MST				
-Basic Information Type Operating Certificate-N	ONE (GENERAL A		raft Damage STANTIAL	Fa	tal Sei	Injur ious	ies Minor	None
Type of Operation -E Flight Conducted Under -1 Accident Occurred During -L				Crew Pass	0	0	0	1
-Aircraft Information Make/Model - SWEARINGEN S Landing Gear - TRICYCLE-RET Max Gross Wt - 10000 No. of Seats - 8		Eng Make/Model - Number Engines - Engine Type - Rated Power -	2	1-151G			ctivated g System	
-Environment/Operations Informa	tion							
Weather Data Wx Briefing - FSS Method - TELEPHONE		Itinerary Last Departure Po ARDMORE.OK	int		port Prox N AIRPORT	mity		
Completeness - WEATHER NO	T PERTINENT	Destination			ort Data			
Basic Weather - VMC Wind Dir/Speed- 240/015 KT	c	SAME AS ACC/INC			UIDOSO MUN unway Iden			
Visibility - 20.0 S		ATC/Airspace			unway Lth			75
	EAR	Type of Flight Pla			unway Suri		ASPHALT DRY	
Lowest Ceiling - 15 Obstructions to Vision- NO Precipitation - NO Condition of Light - DA	NE	Type of Clearance Type Apch/Lndg			unway Sta	us -	DRY	
-Personnel Information								
<pre>Pilot-In-Command    Certificate(s)/Rating(s)</pre>		e - 30 ennial Flight Review	Medical Cert		VALID MED: me (Hours		WAIVERS/	LIMIT
ATP	ы		Total				Hrs -	2
SE LAND, ME LAND		Months Since - 4	Make/Mode				Days- UN	•
		Aircraft Type - UNK,	Multi-En	nt- 575 g - 3600		.ast 90	Days-	75
Instrument Rating(s) -	AIRPLANE							
-Narrative ACFT LANDED WITH THE GEAR RETR DLE DID NOT REACH THE FULL DOWN						LANDI	NG GEAR	

File No. - 255 2/22/84 RUIDOSO,NM A/C Reg. No. N17JJ Time (Lc1) - 1430 MST

Occurrence
Phase of Operation

COMPLETE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN

### Finding(s)

- 1. WEATHER CONDITION TURBULENCE
- 2. CHECKLIST NOT USED PILOT IN COMMAND
- . IMPROPER USE OF PROCEDURE, PRESSURE INDUCED BY OTHERS PILOT IN COMMAND
- 4. WHEELS UP LANDING PERFORMED PILOT IN COMMAND
- 5. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND
- 6. GEAR EXTENSION NOT PERFORMED PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2,3,4,5,6$ 

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

File No 327 2/23/84 CARLS	BAD,NM	A/C Reg. No. N46	5723	Т	ime (Lc1) -	1805 MST	Г
Type Operation INSTRUCTIONA  Type of Operation -INSTRUCTIONA  Flight Conducted Under -14 CFR 91  Accident Occurred During -LANDING		Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Injur Serious O O	ies Minor O O	None 1 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2 k	Number Eng Engine Type	odel - LYCOMING 0-23 ines - 1 - RECIPROCATING - 110 HP		TOR S	Installed/Adtall Warnin	g System	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 240/015 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	HOBBS,NM ATC/Airspace Type of Flig Type of Clea	ynt Plan - VFR		Airport F OFF AIF Airport Da Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface -	N/A N/A	·
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT  Instrument Rating(s) - NONE	Age - 29 Biennial Flight Re Current Months Since Aircraft Type	eview - N/A Total - N/A Make/M	Fligh -	t Time (Ho 28 27	MEDICAL-WAS purs) Last 24 Last 30 Last 90	Hrs - Days- UN	1.
Narrative HE STUDENT PLT MADE A FORCED LANDING AND THE A X-COUNTRY. THE PLT SAID HE HAD NOT VISUA TER THE ACCIDENT REVEALED NO FUEL IN THE AC HEL GAGE INDICATED ABOUT 1/2 FULL WHEN THE E	LLY CHECKED THE FUE FT TANKS OR FUEL LI	L TANKS DURING PRE-	FLIGHT.	AN EXAMINA	ATION OF THE	ACFT	

File No. - 327 2/23/84 CARLSBAD, NM A/C Reg. No. N46723 Time (Lc1) - 1805 MST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION 3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND 4. FLUID, FUEL - EXHAUSTION Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

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

File No 385 3/30/84 LOS LUI 	NAS,NM A/	·				1405 MST		
Type Operating Certificate-NONE (GENERAL		raft Damage			Injur		••	
Type of Operation -STOLEN Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	SUE Fire NON		Crew Pass	Fatal O O	Serious 1 O	Minor O O	None O O	
-Aircraft Information Make/Model - GULFSTREAM 500 COMMANDER Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6000 No. of Seats - 7	Number Engines - Engine Type -			R	Installed/A Stall Warnir	ng System	- YES	
-Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 241/017 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - 6000 FT BROKEI Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary  Last Departure Po SAME AS ACC/ING Destination UNK/NR  ATC/Airspace Type of Flight PI N Type of Clearance Type Apch/Lndg	an - NONE e - NONE		irport OFF AI rport [ MID VA Runway Runway Runway	Proximity [RPORT/STRIP Data ALLEY / Ident - / Lth/Wid - / Surface -			
Certificate(s)/Rating(s)	Age - 24 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Total Make/M Instru	ertificate Flight - UNK/ Model- UNK/ Ment- UNK/	Time (H NR NR NR	Hours) Last 24 Last 30 Last 90	Hrs - UN Days- UN Days- UN	IK/NR IK/NR	
Instrument Rating(s) - NONE								
Narrative NON-RATED PERSON STOLE THE AEROCOMMANDER, ADI ILED. THE ACFT LANDED ON HWY 85, THE GEAR COI PESTIGATION REVEALED ONLY A TRACE OF FUEL ON	LLAPSED ON LANDING AND							

File No 3	85 3/30/84	LOS LUNAS,NM	A/C Reg. No. N3274Q	Time (Lcl) - 1405 MST	
Occurrence #1 Phase of Operation	LOSS OF POWER(TO	TAL) - NON-MECHANICA	۱L		
Finding(s) 1. FLUID,FUEL - EX	HAUSTION				
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT				

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

----Probable Cause----

File No 310 4/04/84 GALLUF	, NM	A/C Reg. M	lo. N4166B	66B Time (Lcl) - 1300 MST			
-Basic Information Type Operating Certificate-NONE (GENERAL  Type of Operation -FERRY	,	Aircraft Dar SUBSTANTIAL	•	Fatal O	Injur Serious O	ries Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pass	Ō	o	0	1
-Aircraft Information Make/Model - BELLANCA 17-31ATC Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3325 No. of Seats - 4	Eng Make/Mode Number Engine Engine Type Rated Power	es - 1		S	Installed/Æ	ng System	- YES
-Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure SAME AS ACC, Destination TUCSON,AZ  ATC/Airspace Type of Flight Type of Cleara Type Apch/Lndg	/INC t Plan - NOM ance - NOM	JE JE	Airport ON AIR Airport D SENATO Runway Runway Runway	Proximity PORT ata R CLARKE Ident Lth/Wid - Surface -	- 24 - 6300/	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NONE	Age - 41 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew UNK/NR UNK/NR		t Time (H 433 5 4	ours) Last 24 Last 30 Last 90	4 Hrs - Days- UN	5 K/NR 14
THIS COMMENT RECTING (S) Narrative E PLT WAS FERRYING HIS RECENTLY PURCHASED AG THE RWY. THE PLT SAID HE THEN HAD A DIRECT! AMED THE RISE AND FALL ON A "GUST OR SHEAR." E LEFT (10-12 KTS). A WRITTEN REPORT HE STATE B REPORTED THE WIND AS CALM. THE PLT HAD MAG CURRENCE THE MAIN GEAR WAS TORN OFF, THE PRO	ONAL CONTROL PROBLEM IN HIS 1ST TELEPHON ED THAT THE WIND WAS E 4 TAKEOFFS AND LAN	M AND THE AC NIC INTERVIE S FROM 270 E NDINGS IN TH	CFT WENT OFF THE W HE SAID THAT DEGREES AT 10 GL HIS MAKE AND MOD	E LEFT SI THE WIND JSTING TO	DE OF THE F ON RWY 24 15 KTS. TH	RWY. HE WAS FROM HE GALLUP	

File No. - 310 4/04/84 GALLUP, NM A/C Reg. No. N4166B Time (Lc1) - 1300 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - GUSTS 2. LIFT-OFF - PREMATURE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation TAKEOFF - GROUND RUN Finding(s) 7. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

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

-Basic Information	· ·	1./			<b>T</b> *		
Type Operating Certificate-NONE (C	SENERAL AVIATION)	Aircraft Da SUBSTANTIA		Fatal	Injur Serious	nes Minor	None
Type of Operation -PERSONA	، لــ	Fire	Crev		0		2
Flight Conducted Under -14 CFR		NONE	Pass	-	Ö	Ö	0
Accident Occurred During -LANDING	<b>`</b>						
-Aircraft Information							
Make/Model - PIPER PA-34-200T		Model - CONTIN	ENTAL TS10-360		Installed/A		
Landing Gear - TRICYCLE-RETRACTAE		gines - 2		S	tall Warnin	ng System	- YES
Max Gross Wt - 4520		pe - RECIP-					
No. of Seats - 7	Rated Pow	er - 200	HP 				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI Method - N/A	•	ture Point		ON AIR	SIRIP		
Completeness - N/A	DALLAS,T Destination			Airport D	a+a		
Basic Weather - VMC	SAME AS			RUIDOS			
Wind Dir/Speed- 210/012 KTS	SAME AS	A00/ 1110			Ident -	36	
Visibility - 25.0 SM	ATC/Airspace	!			Lth/Wid -		75
Lowest Sky/Clouds - 7000 FT	SCATTERED Type of F1	ight Plan - NO	NE	Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE		earance - NO		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - FU	LL STOP				
Precipitation - NONE							
Condition of Light - DAYLIGHT	,						
Personnel Information							
Pilot-In-Command	Age - 59	Med	ical Certifica				
<pre>Certificate(s)/Rating(s)     PRIVATE</pre>	Biennial Flight	Review - YES	Total -	tht Time (H		Una -	3
SE LAND, ME LAND	Months Since	· - 21	Make/Model-			Days- UN	
JE LAND, ME LAND		e - UNK/NR	Instrument-			Days-	
		C C,	Multi-Eng -			,-	
			J				
Instrument Rating(s) - NONE							
-Narrative							
	H GROUND SPEED, TURBUL	ENGE AND A DOW	NDDAET CALICED	THE ATROPA	T THE DWY		

File No. - 272 4/17/84 RUIDOSO, NM A/C Reg. No. N6174H Time (Lcl) - 1300 MST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. FLARE - IMPROPER - PILOT IN COMMAND 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2,3,4,5,6$ Factor(s) relating to this accident is/are finding(s) 1

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage		F-+-1	Inju		None
Type of Operation -PERSONAL		SUBSTANTIAL Fire	Crew	Fatal O	Serious O		None 1
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	ŏ	ŏ	Ö
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 182		del - CONTINENTAL					- YES-UN
Landing Gear - TRICYCLE-FIXED	Number Engi				all Warni	ng System	ı - YES
Max Gross Wt - 2550 No. of Seats - 4	Rated Power	P - RECIPROCATION - 230 HP	NG-CARBURE	TUR			
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFI				ON AIRS	TRIP		
Method - N/A	GERLACH, NV	<b>'</b>					
Completeness - N/A	Destination			Airport Da	ıta		
Basic Weather - VMC	GERLACH, NV	•		Dumun	Ident	- UNK/NR	
Wind Dir/Speed- 090/006 KTS Visibility   - 35.0 SM	ATC/Airspace				Lth/Wid		IINIZ /NID
Lowest Sky/Clouds - 25000 FT TH		th+ Plan - NONE			Surface		ONK/ NK
Lowest Ceiling - NONE		rance - NONE				- DRY	
Obstructions to Vision- NONE		ndg - FULL ST	OP				
Precipitation - NONE	. 3   0	9					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 43	Medical (	Certificat	e - VALID		AIVERS/LI	MII
Certificate(s)/Rating(s)	Biennial Flight Re	VIEW	Fligh 1 -	it Time (Ho 609		1 Unc -	5
PRIVATE SE LAND	Current Months Since		/Model-		Last 3		_
SE LAND	Aircraft Type		,	7	last 9	Days C	98
	All clare Type	01417 1410 E1	dilicite	,	2451 0	Juju	
Instrument Rating(s) - NONE							
Managhton							
Narrative E ACFT WENT OFF THE 1500 FT RWY DURING A	V WIND I ANDINO AND NO	SED OVER THE DUT	CATD A OU	CT OF WINE	NOIEW TIL	E DI ANE	
E ACFI WENT OFF THE 1500 FT RWY DURING A	Y-MIND FANDING AND NO	ISED UVER. THE PLI	SAID A GU	DI UF WINL	BLEW IM	PLANE	

Reg. No. N5663J Time (Lc1) - 1000 PDT File No. - 271 5/10/84 GERLACH, NV A/C Reg. No. N5663J Occurrence #1 UNDERSHOOT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1

Type Operating Certificate-NONE (GENE				Inju		
	SUBSTAN		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
Aircraft Information	First Males (Market) CON	TINENTAL D 0004	F1 +	T		VEC /V
Make/Model - CESSNA 150M	Eng Make/Model - CON	IINENIAL U-200A		Installed/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Number Engines - 1 Engine Type - REC	TODOCATING CADDID		tall Warnii	ng System	- YES
No. of Seats - 2		100 HP	ETUR			
NO. OF Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI			OFF AI	RPORT/STRII	•	
Method - N/A	OLD FORGE, NY					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	CANASTOTA, NY		_			
Wind Dir/Speed- 270/010 KTS	. + - /				- N/A	
Visibility - 15.0 SM	ATC/Airspace			•	- N/A	
Lowest Sky/Clouds - 6000 FT	Type of Flight Plan -				- N/A	
Lowest Ceiling - 6000 FT BRO Obstructions to Vision- UNK/NR	OKEN Type of Clearance - Type Apch/Lndg -		Runway	Status	- N/A	
Precipitation - UNK/NR	Type Apch/Lndg -	FURCED LANDING				
Condition of Light - DUSK						
Personnel Information Pilot-In-Command	Age - 52	Medical Certifica	te - VALID	MEDICAL -W	TVFRS/LIM	īТ
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		,	
PRIVATE	Current - YES	Total -	383	Last 24	1 Hrs -	2
SE LAND	Months Since - 4	Make/Model-	100	Last 30	Days-	10
	Aircraft Type - UNK/NR	Instrument-	9	Last 90	Days-	10
		Multi-Eng -	11			
Instrument Rating(s) - NONE						
Nama t tra						
Narrative	CANACTOTA NV WHEN DUDING COUR	CE FLT THE ENGINE	WOLLD OF	V DEVELOP :	DADTTAL	
ACFT WAS ON A VFR FLT FROM OLD FORGE TO	CANASTUTA NY WHEN DURING CRUIS ING MALL AND THE ACFT SUSTAINED					

File No. - 368 1/20/84 LOWVILLE,NY A/C Reg. No. N3731V Time (Lc1) - 1730 EDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT LANDING - ROLL

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

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

Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT - NOR	SUBST/ Fire NONE	t Damage NTIAL Crew Pass	Fatal O	Inju Serious	ries Mino	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT - NOR	SUBST/ Fire NONE	NTIAL Crew				
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT - NOR	Fire NONE	Crew		Serious	Mino	
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT - NOR	NONE		0			r None
Accident Occurred During -DESCENT - NOR		Pass	-	0	2	0
	MAL		0	0	0	0
-Aircraft Information						
Make/Mode1 - PIPER PA-28-180	Eng Make/Mode1 ~ L					
Landing Gear - TRICYCLE-FIXED	Number Engines -		S.	tall Warni	ng Syste	∍m - YES
Max Gross Wt - UNK/NR	Engine Type - Ri	CIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information						
Weather Data	Itinerary .		Airport F	Proximity		
Wx Briefing - FSS	Last Departure Point	:	OFF AIR	RPORT/STRI	P	
Method - TELEPHONE	CORTLAND, NY					
Completeness - WEATHER NOT PERTINENT	Destination		Airport Da	ata		
Basic Weather - VMC	ELMIRA,NY		CHEMUN	G CO.		
Wind Dir/Speed- 090/005 KTS			Runway	Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace		Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - SCATTERED	Type of Flight Plan	- VFR	Runway	Surface	- N/A	
Lowest Ceiling - NONE	Type of Clearance	- CRUISE	Runway	Status ·	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE		FORCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 31	Medical Certifica	te - UNK/NF	₹		
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	nt Time (Ho	ours)		
PRIVATE	Current - YES		70	Last 2	4 Hrs -	0
SE LAND	Months Since - 1 Aircraft Type - UNK/NF	Make/Model-	3	Last 3	Days-	UNK/NR
	Aircraft Type - UNK/NF	Instrument-	4	Last 9	Days-	5
Instrument Rating(s) - NONE						
That diletic Rating(s) None						
Narrative						
ACFT WAS DESCENDING TO LAND WHEN THE ENGIN	E QUIT. THE PILOT ATTEMPTE	D TO RESTART THE E	NGINE WITH	NEGATIVE I	RESULTS	
MADE A FORCED LANDING INTO A PLOWED FIELD.	THE WEATHER CONDITIONS WE	RE CONDUCIVE TO CA	RBURETOR IC	CE.		

File No 3	399 3/04/84 ELMIRA,NY	A/C Reg. No. N9617J	Time (Lc1) - 1315 EST
Occurrence #1 Phase of Operation	LOSS OF POWER DESCENT - NORMAL		
	ON - CARBURETOR ICING CONDITIONS EAT - NOT USED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	ON GROUND COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Probable Cause-	· ,		
The National Transpo	ortation Safety Board determines that	the Probable Cause(s) of this accide	ent

File No 257 2/03/84 NA	RANJITO, PR,	, A/C Reg. No. N15MM Time (Lcl) - 1600 AST					
-Basic Information							
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft [ SUBSTANT]		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire			-	0	0
Flight Conducted Under -14 CFR 91		NONE	Pas		0	1	Ō
Accident Occurred During -MANEUVERI	NG						
Aircraft Information							
Make/Model - PIPER PA-28-140			MING 0-320-E2A		Installed/A		
Landing Gear - TRICYCLE-FIXED					tall Warnin	g System	- YES
Max Gross Wt :- 2150 No. of Seats :- 4			PROCATING-CARBU	RETUR			
No. of Seats - 4	Rated Po	wer - 15	OU HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF Method - N/A	ING Last Depa SAN JUA			UFF AI	RPORT/STRIP		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather: - VMC	NARANJI			A			
Wind Dir/Speed- 270/010 KTS		,		Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspac	е			Lth/Wid -		
Lowest Sky/Clouds - 3000 FT S					Surface -		
Lowest Ceiling - NONE		learance - N		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - N	NONE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information					MEDICAL NO		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 38 Biennial Flight	Poviou	edical Certifica	ate - VALID ght Time (H		WAIVERS/	LIMII
PRIVATE	Current	- HNK/ND	Total -	220	lact 24	Hnc -	12
SE LAND	Months Since	- LINK/NR	Make/Model-	220	Last 30	Days- UN	IK/NR
or child			Instrument-				
	,,					,	
Instrument Rating(s) - NONE							
Narrative							
E ACFT COLLIDED WITH HILLY TERRAIN DURIN	G A LOW PASS. THE P	LT WAS PREPARI	ING TO LAND AT	NEARBY PR	IVATE AIRST	RIP.	

File No. - 257 2/03/84 NARANJITO, PR, A/C Reg. No. N15MM Time (Lcl) - 1600 AST

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT

- 2. JUDGEMENT POOR PILOT IN COMMAND
- 3. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 4. LOW PASS PERFORMED PILOT IN COMMAND
- 5. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 6. CLEARANCE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2,4,5,6$ 

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

ON) Aircraft Damage Injuries  SUBSTANTIAL Fatal Serious Minor No Fire Crew 0 0 1 NONE Pass 0 0 1  NONE Pass 0 0 1  Eng Make/Model - LYCOMING 0-320-H2AD ELT Installed/Activated - YES Number Engines - 1 Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Rated Power - 160 HP  Therapy Airport Proximity ON AIRPORT SAME AS ACC/INC Stination Airport Data CINCINNATI,OH BLUE ASH Runway Ident - 06
Number Engines - 1  Engine Type - RECIPROCATING-CARBURETOR Rated Power - 160 HP  nerary ast Departure Point SAME AS ACC/INC stination CINCINNATI,OH  Stall Warning System - YES Stall W
ast Départure Point ON AIRPORT  SAME AS ACC/INC stination Airport Data CINCINNATI,OH BLUE ASH
/Airspace Runway Lth/Wid - 3500/ 75 ype of Flight Plan - NONE Runway Surface - ASPHALT ype of Clearance - NONE Runway Status - DRY ype Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO
31 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT 1 Flight Review Flight Time (Hours) rent - YES Total - 1850 Last 24 Hrs - 1 ths Since - 11 Make/Model- 700 Last 30 Days- UNK/NR craft Type - UNK/NR Instrument- 140 Last 90 Days- 174 Multi-Eng - 250
 1 F rer

File No 3	97 4/10/84	CINCINNATI,OH	A/C Reg.	No. N62164	Time (Lcl) - 1335 EST
Occurrence #1 Phase of Operation		TOUCHDOWN			
	TENT - DUAL STUDEN E OF EQUIPMENT/AIR	T CRAFT,LACK OF TOTAL E PILOT IN COMMAND(CF)	I )		
Occurrence #2 Phase of Operation					
6. REMEDIAL ACTION	- NOT POSSIBLE - OF PROCEDURE, PHY	MPROPER - DUAL STUDEN PILOT IN COMMAND(CFI) SICAL STRENGTH OVERLO	) DAD - DUAL STUDEN		
Occurrence #3 Phase of Operation					
Finding(s) 8. STALL - NOT CORF					
Probable Cause					
The National Transports/are finding(s) 1,2		rd determines that th	ne Probable Cause	(s) of this ac	ccident

15/are finding(5) 1,2,4,5,6,8

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

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aincha	ft Damage			Injur	ies	
Type operating certificate-none (General		ANTIAL		Fatal	Serious	Minor	Non
Type of Operation -INSTRUCTIONAL	Fire		Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE		Pass	0	0	0	0
Aircraft Information							·
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED	Eng Make/Model - L Number Engines -	YCOMING 0-235- 1	L2C	ELI .	installed/Ad tall Warning	ctivated	- YES/
Max Gross Wt - 1670	Engine Type - R		ARBURE		carr warming	g cycle	123
No. of Seats - 2	J ,,	110 HP					
Environment/Operations Information	***				D		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poin	+		Airport I ON AIR	Proximity PORT		
Method - N/A	SAME AS ACC/INC	·		ON AIR	TORT		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC				NIVERSITY		
Wind Dir/Speed- 240/010 KTS	.== /				Ident -		
Visibility - 10.0 SM	ATC/Airspace Type of Flight Plan	NONE			Lth/Wid - Surface -		100
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 4000 FT BROKE					Status -		
Obstructions to Vision- NONE	Type Apch/Lndg			Rannay	314145	5	
Precipitation - NONE	,, , , ,						
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 18	Medical Cert	ificat	-a - VALID	MEDICAL-NO	WATVERS	/I TMTT
	Biennial Flight Review			nt Time (H		WAITENS	
STUDENT	Current - N/A	Total	-	11	Last 24 Last 30	Hrs -	0
	Months Since - N/A	Make/Mod	le 1 -	11	Last 30	Days- UN	IK/NR
	Aircraft Type - N/A	Instrume	nt-	0	Last 90	Days-	10
Instrument Rating(s) - NONE							
Narrative						•	
PLT WAS PERFORMING A ROLLING TAKEOFF AFTER	A TOUCH AND GO LANDING.	HE SAID HE FOR	GOT TO	RAISE TH	E FLAPS AND	AS	
ACFT APPROACHED ROTATIONAL SPEED IT VEERED TCH WHERE IT NOSED OVER.	TO THE LEFT. HE COULD NO	I CORRECT WITH	RUDDE	R AND THE	ACFT WENT	INIO	

4/23/84 File No. - 278 ATHENS, OH A/C Reg. No. N1300U Time (Lc1) - 1130 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND. 2. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. OBJECT - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,4$ 

Factor(s) relating to this accident is/are finding(s) 5

Basic Information	241 41/74770111						
Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Dama SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	0	ŏ	ō
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 182P		Model - CONTINEN					
Landing Gear - TRICYCLE-FIXED		gines - 1			tall Warnin	g System	ı - YES
Max Gross Wt - 2950 No. of Seats - 4		pe - RECIPROC er - 230 H		ETUR			
No. of Seats - 4	Rated Pow	er - 230 H					
Environment/Operations Information Weather Data	T.A. dunaman.			<b>A</b> :	Daniel de la companya		
weather bata Wx Briefing - NO RECORD OF BRIEFIN	Itinerary NG Last Depar	ture Point			Proximity RPORT/STRIP		
Method - N/A	CINCINNA			OII AI	KEUKI/ SIKIE		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			BLUE A			
Wind Dir/Speed- 320/008 KTS					Ident -		
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 25000 FT SCA					Surface -		URF
Lowest Ceiling - NONE Obstructions to Vision- NONE		earance - NONE Lndg - FORC		Runway	Status -	DRY	
Precipitation - NONE	Type Apcn/	Lindy - FURC	ED LANDING				
Condition of Light - DAYLIGHT							
 Personnel Information							
Pilot-In-Command	Age - 48	Medic	al Certifica	te - VALID	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight			ht Time (H			
ATP	Current	- YES T	otal -	4117	Last 24	Hrs - U	NK/NR
SE LAND,ME LAND HELICOPTER	Months Since	- 10 M	ake/Model- nstrument-	147	Last 30	Days- U	NK/NR
HELICOPTER	Aircraft Typ		nstrument- ulti-Eng -				
		141	arti Liig	2013	KO COI CI	arc	100
Instrument Rating(s) - AIRPLANE							
Narrative							
ACFT MADE A FORCED LANDING AFTER A TOTAL	. POWER LOSS. ON TH	E LANDING FLARE	THE RIGHT MA	IN GEAR CA	UGHT THE FD	GE OF A	
TRAP & SHEARED OFF. APPROXIMATELY 8 DUN							

File No. - 370 4/28/84 CINNCINATI, OH A/C Reg. No. N1233M A/C Reg. No. N1233M Time (Lc1) - 1620 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, CARBURETOR - WATER 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. FUEL SYSTEM, TANK - WATER Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY 5. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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

File No 378 5/12/84 MCAF Basic Information	RTHUR, OH A/C I	Reg. No. N94702		ime (Lc1) ·		
Type Operating Certificate-NONE (GENER		ft Damage	<b>5</b>	Injur		M
Type of Operation -PERSONAL	Fire	ANTIAL Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	ŏ	ŏ	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - L'					
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670	Number Engines - Engine Type - RI			tall Warnir	ng System	- YES
No. of Seats - 2	• ,	108 HP	ETUR			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	•	t	ON AIR	PORT		
Completeness - N/A	COLUMBUS,OH Destination		Airport Da	2+2		
Basic Weather - VMC	MCARTHUR, OH		VINTON			
Wind Dir/Speed- 310/015 KTS	MCARTHOR, OT				- 26	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - 3500 FT SCA	ATTERED Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 27	Medical Certifica	te - VALID	MEDICAL-NO	NATVERS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		WAIVENS	/ []
PRIVATE	Current - YES	Total -	62	Last 24	4 Hrs - U	
SE LAND	Months Since - 5	Make/Mode1-	62	Last 30 Last 90	Days- U	NK/NR
	Aircraft Type - UNK/NF	R Instrument-	2	Last 90	Days-	8
Instrument Rating(s) - NONE						
Narrative	F ABOUT E ET ABOVE TUE COOPER	THE AGET MAG GERM	OK BV 4 211	T OF MINE	T114 T	
PLT STATED THAT DURING FINAL APPROACH AT ED THE ACFT ABOUT 20 TO 30 FT UP AND TO						
TION WHERE "MAXIMUM EFFORT" WAS NEEDED 1	TO CLIMB OVER A HANGAR BUT HE	FOUND HIMSFLE "RO	XFD IN RV I	OWERLINES	" HF	

File No 378	5/12/84 MCARTHUR,OH	A/C Reg. No. N94702	Time (Lc1) - 1545 EDT
Occurrence #1 LOSS Phase of Operation APP	S OF CONTROL - IN FLIGHT ROACH - VFR PATTERN - FINAL AF	PPROACH	
	IND CONDITIONS - INADEQUATE - - NOT MAINTAINED - PILOT IN CO		
Occurrence #2 ON ( Phase of Operation LANG  Finding(s) 5. OBJECT - FENCE	GROUND COLLISION WITH OBJECT DING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transportation is/are finding(s) 2,3,4	on Safety Board determines tha	at the Probable Cause(s) of this accide	ent
Factor(s) relating to this	s accident is/are finding(s) 1	,5	

Basic Information Type Operating Certificate-NONE (GEN	EDAL AVIATION)	Aircraft Damage			Inju	nios	
Type operating certificate-none (GEN	ERAL AVIATION)	SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 172M		Model - LYCOMING 0-3:					
Landing Gear - TRICYCLE-FIXED					all Warniı	ng System	- YES
Max Gross Wt - 2300		e - RECIPROCATING	G-CARBURE	TOR			
No. of Seats - 4	Rated Pow	er - 150 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - FSS	Last Depar			ON AIRS	HEIP		
Method - TELEPHONE	PHILADEL	•		Ainmont De	+-		
Completeness - FULL Basic Weather - VMC	Destination SAME AS			Airport Da			
Wind Dir/Speed- 350/010 KTS	SAME AS	ACC/ INC				- 28	
Visibility - 25.0 SM	ATC/Airspace					- 3000/	100
	CATTERED Type of F1	ight Plan - NONE				- GRASS/TU	
Lowest Ceiling - NONE		earance - NONE				- DRY	
Obstructions to Vision- NONE	Type Apch/	_ndg - FULL STO	<b>&gt;</b>				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 54					AIVERS/LIM	11
Certificate(s)/Rating(s) STUDENT	Biennial Flight I Current		Fligh ~	t Time (Ho 185		1 Unc -	1
STUDENT	Months Since						
	Aircraft Type	- N/A Make/i	ment-	0	1251 30	Days- UNI Days-	10
	All Clart Type	5 N/A 1113 CT	americ	V	Last st	Juays	10
Instrument Rating(s) - NONE							
Nonnetive							
Narrative				WIND HAD			

5/16/84 WEST LAFAYETTE, OH File No. - 262 A/C Reg. No. N8890V Time (Lc1) - 1345 EDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.4

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

Basic Information	AL AVIATION) Aircred	t Domono		Ini	unios	
Type Operating Certificate-NONE (GENER	AL AVIATION) ATTECTAT	t Damage	Fatal	Serious	uries Minor	None
Type of Operation -BUSINESS	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	4
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - BEECH 65-90	Eng Make/Model - Pa				/Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		S	itali Warn	ing System	- YES
Max Gross Wt - 8800 No. of Seats - 9	Engine Type - Tl Rated Power -					
NO. Of Seats - 9	Rated Power -	500 HP				
Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Departure Point OKLAHOMA CITY,OK		ON AIR	PURI		
Completeness - N/A	Destination		Airport D	12+2		
Basic Weather - VMC	SAME AS ACC/INC		OKEMAH			
Wind Dir/Speed- 290/005 KTS	5AM2 76 776 776			Ident	- 17	
Visibility - 15.0 SM	ATC/Airspace		Runway	Lth/Wid	- 3200/	130
Lowest Sky/Clouds - CLEAR	Type of Flight Plan		,		- GRASS/TU	RF
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- WET	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP				
Personnel Information						
Pilot-In-Command	Age - 30	Medical Certifica			WAIVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig Total -	ht Time (F		24 Hrs -	2
COMMERCIAL SE LAND,ME LAND	Current - YES Months Since - 21	Make/Model-			24 mrs - 30 Da∨s- UN	1K /ND 3
SE LAND, ME LAND	Aircraft Type - UNK/NF				90 Days -	94
	Arrorare Type Own, N	Multi-Eng -	3972			σ,
Instrument Rating(s) - AIRPLANE						
Narrative PLT LANDED LONG ON A TURF RWY WITH STAND	THE WATER ON THE ADDRESS IN	ID THE DIT WAS LINA	DIE TO STO	D ON THE	DWV AND	
PLI LANDED LUNG UN A TURF RWY WITH STAND ALSO UNSUCCESSFUL IN GROUNDLOOPING TO AV			5LE 10 31C	F UN ITE	KWI AND	

File No. - 326 1/10/84 OKEMAH.OK A/C Reg. No. N85NL Time (Lc1) - 1410 CST Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. UNSUITABLE TERRAIN - IMPROPER - PILOT IN COMMAND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 5. OBJECT - TREE(S) 6. GROUND LOOP/SWERVE - ATTEMPTED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 2,3,5

Type Operating Certificate-NONE (GENER				Injur		
T	DESTROY		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass		0	0	0
Accident Occurred During -MANEUVERING		P455	U	U	O	U
Aircraft Information						
Make/Model - BELLANCA 8KCAB	Eng Make/Model - LYC	OMING 10-320-E1A		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1800	Number Engines - 1 Engine Type - REC	ID-EUEL INJECTED	5	tall Warnin	g System	- YES
No. of Seats - 2		150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	IG Last Departure Point FREDERICK,OK		UNK/NR			
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - UNK/NR	LOCAL		A II POI C DI	a ca		
Wind Dir/Speed- 010/006 KTS			Runway	Ident -	UNK/NR	
Visibility - 4.000 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds -	Type of Flight Plan -			Surface -		
Lowest Ceiling - 800 FT OVE Obstructions to Vision- FOG	RCAST Type of Clearance - Type Apch/Lndg -		Runway	Status -	UNK/NR	
	Type Apch/Endg -	OINT/ INK				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		Medical Certifica			WAIVERS/	_IMIT
Certificate(s)/Rating(s)		Fligh				
COMMERCIAL SE LAND.ME LAND	Current - UNK/NR Months Since - UNK/NR	Total - Make/Model- UI	12000	Last 24	Hrs - UNI	C/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- U	NK/NK NK/ND	Last 30 Last 90	Days- UN	K/NK K/ND
THE TOOL TER	ATTOTAL C TYPE ONN, INC.	Multi-Eng - U	NK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE						
Narrative						
ACFT STRUCK HIGH VOLTAGE POWERLINES WHIL	E CONDUCTING AEROBATIC MANFUV	ERS. A WITNESS ST	ATED THAT	THE ACET PU	LLED-UP	
	3000 FT AGL, APPEARED TO SLID					

File No 3	353 1/15/84	DAVIDSON,OK	A/C Reg. No. N57665	Time (Lc1) - 1140 CST	-
Occurrence #1 Phase of Operation		SION WITH OBJECT			
Finding(s)  1. OBJECT - WIRE, 1  2. STALL/SPIN -  3. PROPER ALTITUDE  4. REMEDIAL ACTION	INITIATED - PILOT - NOT ATTAINED -	PILOT IN COMMAND			-
Occurrence #2 Phase of Operation					_
Probable Cause					
The National Transpo is/are finding(s) 2,		ard determines that the	Probable Cause(s) of this accide	ent	

File No 291 2/01/84 STILL	WATER,OK A/C F	Reg. No. N94467	7	ime (Lc1) -	- 1100 CST	7
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ries	
	SUBSTA		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre	w O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - LY		ELT	Installed/A	ctivated	- YES/Y
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			itall Warnir	ng Syst <b>em</b>	- YES
Max Gross Wt - 1670	Engine Type - RE		RETOR			
No. of Seats - 2	Rated Power -	110 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		2	ON AIR	PORT		
Method - N/A	SAME AS ACG/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather: - VMC Wind Dir/Speed- 170/005 KTS	STILLWATER, OK		STILLW		- 17	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		150
Lowest Ceiling - NONE	Type of Clearance				- DRY	
Obstructions to Vision- NONE	. Type Apch/Lndg			Jtatus	DKT	
Precipitation - NONE	, Type Apeny Endg	TOUCH AND GO				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 55	Medical Certific	ate - VALIC	MEDICAL-WA	IVERS/LIM	IIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fli	ght Time (F	lours)		
PRIVATE	Current - YES	Total -		Last 24		0
SE LAND	Months Since - 15	Make/Model-	91		Days- UN	IK/NR
	Aircraft Type - UNK/NR	! Instrument-	0	Last 90	Days-	3
Track warment   Dat I was (a) NONE						
Instrument Rating(s) - NONE						
-Narrative ACFT LANDED HARD AND BOUNCED. THE PLT REAG	CTED BY DUSHING THE NOSE ON	VED AND WHEN THE A	CET CONTACT	ED THE DWV	THE NOSE	
R COLLAPSED.	CIED BY POSHTING THE MOSE OF	ER AND WHEN THE A	CET CONTACT	ED INE KWI	THE NUSE	

2/01/84 STILLWATER,OK File No. - 291 A/C Reg. No. N94467 Time (Lc1) - 1100 CST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - MISJUDGED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE. TOTAL - PILOT IN COMMAND 3. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 5. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND 6. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND NOSE GEAR COLLAPSED Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,4,5,6$ 

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

Type Operating Certificate-NONE (GENERAL AVIATION)  Aircraft Damage SUBSTANTIAL  Fire Flight Conducted Under	Cre Pas 	SS O  EL  URETOR	Serious O	0 0 d/Activated	
Type of Operation -PERSONAL Fire Flight Conducted Under -14 CFR 91 NONE  Accident Occurred During -LANDING  Aircraft Information Make/Model - CESSNA 152 Eng Make/Model - LYCOMING O- Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 1670 Engine Type - RECIPROCATI Rated Power - 110 HP  Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Destination Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 160/015 KTS Visibility - 30.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - FULL ST Precipitation - NONE Condition of Light - NIGHT(BRIGHT)	Pas  1-235-L2C	SS O  EL  URETOR	O T Installed Stall Warr	0 d/Activated	1  J - YES/
Accident Occurred During -LANDING  Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2  Eng Make/Model - LYCOMING O- Number Engines - 1 Engine Type - RECIPROCATI Rated Power - 110 HP  Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 160/015 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - NIGHT(BRIGHT)  Personnel Information	 235-L2C	EL	.T Installec Stall Warr	d/Activated	 J - YES/
Aircraft Information  Make/Model - CESSNA 152  Landing Gear - TRICYCLE-FIXED  Max Gross Wt - 1670  No. of Seats - 2  Eng Make/Model - LYCOMING O- Number Engines - 1  Engine Type - RECIPROCATI  Rated Power - 110 HP  Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 160/015 KTS  Visibility - 30.0 SM  Lowest Sky/Clouds - CLEAR  Lowest Ceiling - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - NIGHT(BRIGHT)  Personnel Information		URETOR	Stall Warr		
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED  Max Gross Wt - 1670 No. of Seats - 2  Eng Make/Model - LYCOMING ONUMBER Engines - 1 Engine Type - RECIPROCATI Rated Power - 110 HP  Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 160/015 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT)  Personnel Information		URETOR	Stall Warr		
Landing Gear - TRICYCLE-FIXED  Max Gross Wt - 1670  No. of Seats - 2  Engine Type - RECIPROCATI Rated Power - 110 HP  Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 160/015 KTS  Visibility - 30.0 SM  Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT)  Personnel Information		URETOR	Stall Warr		
Max Gross Wt - 1670 No. of Seats - 2  Engine Type - RECIPROCATI Rated Power - 110 HP  Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 160/015 KTS  Visibility - 30.0 SM  Lowest Sky/Clouds - CLEAR  Lowest Ceiling - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - NIGHT(BRIGHT)  Personnel Information	ING-CARBU			ning System	VEC
No. of Seats - 2  Rated Power - 110 HP  Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 160/015 KTS  Visibility - 30.0 SM  Lowest Sky/Clouds - CLEAR  Lowest Ceiling - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - NIGHT(BRIGHT)  Personnel Information	ING-CARBI				163
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 160/015 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT)  Personnel Information					
Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 160/015 KTS  Visibility - 30.0 SM  Lowest Sky/Clouds - CLEAR  Lowest Ceiling - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - NIGHT(BRIGHT)  Personnel Information		Airpor			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A PONCA CITY,OK Completeness - N/A Destination Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 160/015 KTS Visibility - 30.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - FULL STIP Personnel Information		Airpor			
Method - N/A PONCA CITY,OK Completeness - N/A Destination Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 160/015 KTS Visibility - 30.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - FULL STOPPIC Condition of Light - NIGHT(BRIGHT)  Personnel Information			t Proximity	/	
Completeness - N/A  Basic Weather - VMC Wind Dir/Speed- 160/015 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT)  Personnel Information		ON A	IRPORT		
Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 160/015 KTS Visibility - 30.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - FULL STOPPersonnel Information					
Wind Dir/Speed- 160/015 KTS Visibility - 30.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - FULL STOPPercipitation - NONE Condition of Light - NIGHT(BRIGHT)  Personnel Information		Airport			
Visibility - 30.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - FULL STOPPECIPITATION - NONE Condition of Light - NIGHT(BRIGHT)  Personnel Information			LWATER	4 "7	
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - FULL ST Precipitation - NONE Condition of Light - NIGHT(BRIGHT)  Personnel Information			vay Ident vay Lth/Wid		450
Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - FULL STOPE Precipitation - NONE Condition of Light - NIGHT(BRIGHT) Personnel Information			vay Eth/wid		
Obstructions to Vision- NONE Type Apch/Lndg - FULL ST Precipitation - NONE Condition of Light - NIGHT(BRIGHT) Personnel Information			vay Status	- DRY	
Precipitation - NONE Condition of Light - NIGHT(BRIGHT) Personnel Information	TOP	Kariw	ay Status	DKT	
Condition of Light - NIGHT(BRIGHT)					
		cate - EXP			
Certificate(s)/Rating(s) Biennial Flight Review		ight Time			
	al -	81		24 Hrs -	4
SE LAND Months Since - 18 Make Aircraft Type - UNK/NR Inst	e/Model-	71	Last	30 Days-	6
Aircraft Type - UNK/NR Inst	trument-	4	Last	90 Days-	6
Instrument Rating(s) - NONE					
larrative					
IG LANDING THE NOSE GEAR OF THE ACFT COLLAPSED. THE PLT REPORTED THAT THE NOS			CUTMMV AET	ER LANDING	•
IG LANDING THE NUSE GEAR OF THE ACFT CULLAPSED. THE PLT REPURIED THAT THE NUS	SE GEAR S	STARTED TO	) DUTIMINI ALI		

File No. - 323 2/15/84 STILLWATER,OK A/C Reg. No. N6202M Time (Lc1) - 0100 CST

Occurrence NOSE GEAR COLLAPSED Phase of Operation LANDING

Finding(s)

- UNDETERMINED
- 2. LIGHT CONDITION NIGHT
- 3. LANDING GEAR, TIRE FAILURE, TOTAL
- 4. LANDING GEAR, NOSEWHEEL STEERING FAILURE, TOTAL
- 5. LANDING GEAR, NOSE GEAR OVERLOAD

----Probable Cause----

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

File No 322 2/16/84 ALTUS	,OK A/C R	eg. No. N6090Z	7	ime (Lc1) -	- 1026 CS	T
Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraf	t Damage YED	Fata1	Injur Serious		None
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING	CATION Fire ON GRO	UND Pas		0 0	0	0
Aircraft Information Make/Model - PIPER PA-25-150 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2300 No. of Seats - 1	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -		JRETOR S	Installed/Æ	ng System	- YES
Environment/Operations Information Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIF	)	
Method - N/A Completeness - N/A Basic Weather - VMC	ALTUS,OK Destination LOCAL		Airport D	ata		
Wind Dir/Speed- 360/008 KTS					- N/A	
Visibility ~ 7.0 SM	ATC/Airspace	NONE		/ Lth/Wid - / Surface -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight Plan Type of Clearance Type Apch/Lndg				- N/A - N/A	
	Age - 55 Biennial Flight Review	Medical Certific	cate - VALID		AIVERS/LI	міт
COMMERCIAL SE LAND	Current - UNK/NR Months Since - O Aircraft Type - UNK/NR	Make/Model-	12000	Last 24 Last 30 Last 90	Days- U	6 NK/NR 24
Instrument Rating(s) - NONE						
Narrative HE ACFT CRASHED IN A WHEAT FIELD THAT WAS BE BERATOR, THE PLT WAS AT THE END OF A SWATH R HEMICAL WAS REMAINING IN THE HOPPER. REPORTE BOVE THE FIELD. THE PLT WAS BADLY BURNED & D	UN WHEN HE GLANCED INTO THE DLY, THIS DISTRACTION RESUL	COCKPIT TO VISUATED IN THE PLT MI	LLY CHECK H	OW MUCH		

File No. - 322 2/16/84 ALTUS, OK A/C Reg. No. N6090Z Time (Lc1) - 1026 CST

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

Finding(s)

- 1. TERRAIN CONDITION CROP
- 2. CLEARANCE MISJUDGED PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3

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

Basic Information						
Type Operating Certificate-ON-DEMAND AI				Injur		
To a control of the c	DESTROYE	•	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass		1	0	0
Accident Occurred During -MANEUVERING	NONE	Pass	U	l	U	U
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - LYCC	MING 0-235-L2C	ELT	Installed/A	ctivated ·	YES-UNK/
Landing Gear - TRICYCLE-FIXED				tall Warnin	g System ·	- YES
Max Gross Wt - 1670	Engine Type - RECI		ETOR			
No. of Seats - 2	Rated Power - 1	110 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	ADA,OK					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		ъ	<b>▼</b> .1 = 1	A. / A	
Wind Dir/Speed- 300/015 KTS	470/41				N/A	
Visibility - 20.0 SM		NONE		Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface - Status -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance - Type Apch/Lndg		Runway	Status -	N/ A	
	Type Apch/Lndg -	NUNE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information	4 mg = 0.7	11/1 O+/6/	L- VALTO	MEDICAL NO	WATVEDS /I	T NA T T
Pilot-In-Command		ledical Certifica	te - VALID nt Time (H		WAIVER5/I	- TIMIT I
<pre>Certificate(s)/Rating(s)     COMMERCIAL</pre>	Biennial Flight Review Current - YES				Hrs -	1
SE LAND, ME LAND	Months Since - 9	Make/Medel = U	420 JV/ND	Last 24	Dave- UNL	
SE LAND, ME LAND	Aircraft Type - UNK/NR	Make/Model- Ul Instrument-	40	Last 30	Days ON	5
	ATTCTATE Type - UNK/NK	Multi-Eng -		Last 50	Days	3
Instrument Rating(s) - NONE						
Narrative						
Narrative HE ACFT COLLIDED WITH POWERLINES DURING A LO	W LEVEL FLT ALONG THE CANADIA	N DIVED AND FELL	INTO THE	SHALLOW WAT	FD THE	
TE ACTI COLLIDED WITH POWERLINES DORING A LO T WHO IS A FIREMAN SAID HE HAD DESCENDED TO				JUNELOW WAT	LIX. IIIL	
, WIND IS A FIREMAN SAID HE HAD DESCENDED TO	ODSTINE A GRASS LIKE DOKINING	ALONG SIDE THE	VIVEN.			

File No. - 284 2/19/84 ADA,OK A/C Reg. No. N6558M Time (Lc1) - 1230 CST

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

#### Finding(s)

1. OBJECT - WIRE, TRANSMISSION

- 2. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION PILOT IN COMMAND
- 4. LOW PASS PERFORMED PILOT IN COMMAND
- 5. IMPROPER USE OF PROCEDURE, ANXIETY/APPRENHENSION PILOT IN COMMAND
- 6. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2,3,4,5,6$ 

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

-Basic Information Type Operating Certificate-NONE (GENERA	AVIATION)	linenest Demose			Injun	100	
Type operating certificate-none (GENERA		Nircraft Damage SUBSTANTIAL	!	Fatal	Injur Serious		None
Type of Operation -PERSONAL		ire	Crew	0	0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	0 0	ŏ	ŏ	Ó
Accident Occurred During -LANDING						-	
-Aircraft Information							
Make/Model - CESSNA 152		el - LYCOMING O					
Landing Gear - TRICYCLE-FIXED		es - 1			tall Warnin	g System	- YES
Max Gross Wt - 1670	Engine Type	- RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 110 HP					
-Environment/Operations Information	<b>7.1.</b> 1			A	S		
Weather Data	Itinerary	Deint		Airport	•		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure BRISTOW,OK	Point		ON AIR	SIKIP		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS ACC	/ INC		A II por c Di	114		
Wind Dir/Speed- 320/010 KTS	3AME A3 A307	1110		Runway	Ident -	31	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		NK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight	t Plan - NONE		Runway	Surface -	GRASS/TU	RF
Lowest Ceiling - NONE	Type of Cleara	ance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	g - TRAFFI					
Precipitation - NONE		FULL S	TOP				
Condition of Light - DAYLIGHT							
Personnel Information	A	Markina 1	0+:5:+	- VAL TD	MEDICAL MA	TVEDC /L TM	
Pilot-In-Command Certificate(s)/Rating(s)	Piennial Flight Povi	Medical	Certificat Fligh	e - VALID		IVERS/LIM	11
PRIVATE	Age - 56 Biennial Flight Rev Current -	vek Tot	al -	333 311111 (134	Last 24	Hrs -	2
SE LAND	Months Since -	16 Mak	e/Model-	171	Last 30	Davs- UN	K/NR
	Months Since - Aircraft Type -	UNK/NR Ins	trument-	4	Last 90	Days-	35
						,	
Instrument Rating(s) - NONE							
-Narrative	TTU INITIAL CONTACT	POUT 400 ET DO	WALTHE DUALS	AV HE CT	ATED THAT T	UE	
PLT LANDED AT HIGHER THAN NORMAL SPEED, W	WERE "INEFFECTIVE".						

2/24/84 HARRAH,OK File No. - 296 A/C Reg. No. N65575 Time (Lc1) - 1620 CST

Occurrence #1 Phase of Operation LANDING - ROLL

OVERRUN

Finding(s)

- 1. PROCEDURES/DIRECTIVES IMPROPER PILOT IN COMMAND
- 2. PROPER DESCENT RATE NOT MAINTAINED PILOT IN COMMAND
- 3. AIRSPEED EXCESSIVE PILOT IN COMMAND
- 4. THROTTLE/POWER CONTROL IMPROPER USE OF PILOT IN COMMAND

Occurrence #2

NOSE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

- 5. LANDING GEAR, NOSE GEAR OVERLOAD
- 6. TERRAIN CONDITION DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) Ainonaí	t Damage		Injur	100	
Type operating certificate none (deneral	SUBSTA		Fatal	•	Minor	None
Type of Operation -PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	s 0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - LOCKHEED VEGA-1	Eng Make/Mode1 - P			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnir	ng System	- UNK/N
Max Gross Wt - 3470 No. of Seats - 5	Engine Type - RE Rated Power -	450 HP	RETUR			
No. 01 Seats - 5	rated Power -	450 HP				
Environment/Operations Information Weather Data	Thimpmon			Dunas dund de .		
W× Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point		ON AIR	Proximity		
Method - N/A	YUKON.OK		UN AIR	PURI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		PAGE			
Wind Dir/Speed- UNK/NR			•		35R	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan			Surface -		
Lowest Ceiling - UNK/NR Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status -	DRY	
Precipitation - NONE	Type Apch/ Lndg	- TOUCH AND GU				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - UNK/NR	Medical Certifica	ate - VALID	MEDICAL-WA	IVERS/LIM	ŢΤ
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			
COMMERCIAL	Current - UNK/NR			Last 24		1
SE LAND, ME LAND	Months Since - 0	•		Last 30 Last 90	Days- UN	•
	Aircraft Type - UNK/NR	Multi-Eng -		Last 90	Days-	2
Instrument Rating(s) - NONE						
Narrative						
PLT WAS PRACTICING TOUCH-&-GO LANDINGS &						
OVER ON ITS NOSE. AT 1ST, THE PLT MADE C			ER, LATER,	HE REPORTE	D	
WX WAS NOT A PROBLEM & THAT HE WAS JUST	NOT AS QUALIFIED AS HE HAD	THOUGHT.				

YUKON,OK 3/08/84 Time (Lc1) - 1530 CST File No. - 305 A/C Reg. No. N12288 Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 NOSE DOWN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 4,5  $\,$ 

Basic Information Type Operating Certificate-ON-DEMA	AND ATD TAXE	Ainematt Demana		T 2 2		
	A LUMBER COMPANY	Aircraft Damage SUBSTANTIAL	Fatal	Injuri Serious	es Minor	None
Type of Operation -NON SCH		Fire	Crew O	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass 0	Ō	Ö	1
Accident Occurred During -CRUISE						
Aircraft Information						
Make/Model - AEROSPATIALLE AS-		del - ASTAZOU 111A		Installed/Ac		
Landing Gear - TRICYCLE-FIXED	Number Engi			Stall Warning	y System	- NO
Max Gross Wt - 3970		- TURBOSHAFT				
No. of Seats - 5	Rated Power	- 494 HP				
Environment/Operations Information-			• • • • • • •	D		
Weather Data Wx Briefing - NO RECORD OF BR	Itinerary [EFING Last Departu	ma Daint		Proximity IRPORT/STRIP		
Method - N/A	EUGENE.OR	re Point	UFF A	IRPURI/SIRIP		
Completeness - N/A	Destination		Airport	)a+a		
Basic Weather - VMC	NORTH BEND	OR	NONE	Jata		
Wind Dir/Speed- 230/005 KTS		,		v Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspace			v Lth/Wid -		
Lowest Sky/Clouds - 25000 F1	THIN BKN Type of Flig	ht Plan - NONE	Runwa	y Surface -	GRAVEL	
Lowest Ceiling - NONE		rance - NONE			DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	dg - NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT	·					
Personnel Information						<i>.</i>
Pilot-In-Command Certificate(s)/Rating(s)	Age - 50 Biennial Flight Re		ficate - VALI		WAIVERS	/ LIMII
COMMERCIAL			Flight Time (		Une -	3
SE LAND	Months Since			Last 24 Last 30		
HELICOPTER	Aircraft Type			Last 90		68
1122331 1211	Arrorare type	2113 21 4116	,,,	Rotorcra		
					•	
Instrument Rating(s) - AIRPLA	ANE					
Narrative		·	<del></del>			
PLT STATED HE LOST PARTIAL POWER ON						
FT AGL HE REDUCED THE THROTTLE TO IC	LE. DURING FLARE THE ROTO	OR RPM DECAYED AND THE	ACFT LANDED	HARD AND ROLL	ED OVER	-
PILOT STATED THAT THE FUEL FILTER HA						

File No 3	84 2/17/84 ALMA,OR	A/C Reg. No. N633B	Time (Lc1) - 0810 PST
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF CRUISE - NORMAL		
Finding(s) 1. FUEL SYSTEM,FIL	TER - LOOSE		·
Occurrence #2 Phase of Operation	FORCED LANDING CRUISE - NORMAL		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. ALTITUDE - MISJ	UDGED - PILOT IN COMMAND		
Occurrence #4 Phase of Operation	OTHER GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
Occurrence #5 Phase of Operation	ROLL OVER LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the Prob 2	able Cause(s) of this accid	dent

Basic Information Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Damage			Injur		
		SUBSTANTIAL			Serious		None
Type of Operation -PERSON Flight Conducted Under -14 CFR	AL .	Fire	Crew		0	0	1
Accident Occurred During -TAKEOF		NONE	Pass	0	0	O	3
Aircraft Information							
Make/Model - BEECH A33		el - CONTINENTAL	IO-470-J				
Landing Gear - TRICYCLE-RETRACTAL			TNUESTED	Sta	all Warnin	g System -	- YES
Max Gross Wt - 3000 No. of Seats - 4		- RECIP-FUEL - 225 HP	INJECTED				
NO. OF SeatS - 4	Rated Power	- 225 HP					
Environment/Operations Information-	 Itinerary			Nirport P	navimit.		
Weather Data Wx Briefing - NO RECORD OF BR		e Point	μ.	ON AIRS			
Method - N/A	SAME AS ACC			ON AIRS	INTI		
Completeness - N/A	Destination	, 25	Αi	rport Da	ta		
Basic Weather - VMC	RENO, NV			,			
Wind Dir/Speed- 190/012 KTS				Runway		UNK/NR	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 1900 F					Surface -		₹1-
Lowest Ceiling - 5000 F Obstructions to Vision- NONE	Type Of Clear Type Apch/Lnd			Runway :	Status -	WEI	
Precipitation - RAIN	Type Apelly Ella	g None					
Condition of Light - DAYLIGH	r <sup>.</sup>						
Personnel Information							
Pilot-In-Command	Age - UNK/NR		Certificate			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Flight	Time (Hou	urs)	11	(ND
PRIVATE SE LAND	Biennial Flight Rev Current - Months Since -	YES TOTA	l - 23 /Model- 23 rument- UNK/	864 864	Last 24	Hrs - UNK	(/NR (/ND
SE LAND	Aircraft Type -	UNK/NP Inst	rument- UNK/	NR	Last 90	Days ON	26
	Arricrart Type	Mult	i-Eng - UNK/	NR	Rotorcr	aft - UNK	(/NR
		7,551	. 2.1.9				,
Instrument Rating(s) - AIRPL	ANE						
Narrative							
ACFT CRASHED INTO TREES AFTER STALL	ING INTO THE GROUND DURING	AN ATTEMPTED TAI	KEOFF FROM A	SOGGY SH	HORT SOD A	IRSTRIP.	
ACFT WAS ROTATED PREMATURELY AFTER							

File No. - 217 2/24/84 WHITE CITY, OR A/C Reg. No. N9432Y Time (Lc1) - 1645 PST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 5. LIFT-OFF - PREMATURE - PILOT IN COMMAND 6. STALL - INADVERTENT - PILOT IN COMMAND 7. FLUID, FUEL GRADE - IMPROPER Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 8. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

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

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft D	amage		Injur	ies	
		SUBSTANTI		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crev		0	0	1
Accident Occurred During -LANDING		NONE	Pass	5 0	0	0	2
Aircraft Information							
Make/Model - CESSNA T210N	Eng Make	/Model - CONTI	NENTAL TSIO-520	O-R ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TRICYCLE-RETRACTABLE		ngines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 4000	_	ype - RECIP					
No. of Seats :- 6	Rated Po	wer - 31	) HP 				
Environment/Operations Information	Thimenen			<b>A</b> 4 = <b>A</b>	Durandan this		
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary	rture Point			Proximity RPORT/STRIP		
Method - N/A	SONOMA.			OFF AI	RPURI/SIRIP		
Completeness - N/A	Destinatio			Airport D	ata		
Basic Weather - VMC	ASTORIA						
Wind Dir/Speed- 310/008 KTS						N/A	
Visibility - 20.0 SM	ATC/Airspac				Lth/Wid -		
Lowest Sky/Clouds - 2200 FT SCA					Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE		learance - Ni /Lndg - Fi		Runway	Status -	N/A	
Precipitation - NONE	туре арсп	/Linug - Fi	JRCED LANDING				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 40	Me	dical Certifica	ate - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Age - 40 Biennial Flight	Review	Flig	ght Time (H			
ATP, CFI		- YES	Total -	4905	Last 24	Hrs -	6
SE LAND, ME LAND, SE SEA		e - 12 pe - UNK/NR	Make/Model-	80	Last 30	Days- UN	K/NR
HELICOPTER	Aircraft Ty	pe - unk/nk	Make/Model- Instrument- Multi-Eng -	095 2647	Last 90	Days-	33
			Marchieng	2047	ROTOLCI	art	34
Instrument Rating(s) - AIRPLANE							
Narrative							
ACFT NOSED OVER DURING A FORCED LANDING	IN A SOFT FIFID A	FTED A LOSS OF	DOWED THE DIT	SAID THAT	WHILE THE	ACET	

File No 3	33 3/29/84	SEASIDE,OR	A/C Reg. No. N7972N	Time (Lc1) - 1750 PST
Occurrence #1 Phase of Operation	LOSS OF POWER(TO DESCENT - NORMAL	TAL) - NON-MECHANICA	L	
Finding(s) 1. FLUID,FUEL - ST 2. FUEL SYSTEM -				
Occurrence #2 Phase of Operation		TOUCHDOWN		
Finding(s) 3. EMERGENCY PROCE	DURE - IMPROPER - F	PILOT IN COMMAND		
Occurrence #3 Phase of Operation		TOUCHDOWN		
Finding(s) 4. TERRAIN CONDITI	ON - SOFT			
Probable Cause				
The National Transpois/are finding(s) 1,	2	rd determines that t	he Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is,	/are finding(s) 4		

Crew Pass  20-H2AD G-CARBURE1		Injur Serious O O	ries Minor O O	None 1 0
Pass 	0  ELT	0		
		T		
		installed/A tall Warnir	Activated - ng System -	
·IN	OFF AI Airport Da DANIEL Runway Runway Runway	RPORT/STŔIF ata S FIELD Ident - Lth/Wid - Surface -	- 34 - 1800/ - GRASS/TUR	60 F
Flight - 1odel-	t Time (Ho 707 54	ours) Last 24 Last 30	Days- UNK	1 /NR 10
GE ON THE	EDGE OF CONTROLS	THE ARPT 8 S & APPLIED		
- 41	ertificate Flight Hodel- Iment- VISUAL F	OFF AI  Airport D. DANIEL Runway Runway Runway Runway  FIN  Prtificate - EXPIR Flight Time (Head) - 707  Model - 54 Ment - 16  O VISUAL REFERENCE: GE ON THE EDGE OF CK ON THE CONTROL:	Airport Data DANIELS FIELD Runway Ident Runway Lth/Wid - Runway Surface - Runway Status -  FIN  Prtificate - EXPIRED Flight Time (Hours) - 707 Last 24  Model - 54 Last 30  Moment - 16 Last 90  O VISUAL REFERENCES TO ALIGN GEON THE EDGE OF THE ARPT 8	OFF AIRPORT/STRIP  Airport Data DANIELS FIELD Runway Ident - 34 Runway Lth/Wid - 1800/ Runway Surface - GRASS/TUR Runway Status - DRY  FIN  Prificate - EXPIRED Flight Time (Hours) - 707 Last 24 Hrs - Last 30 Days- UNK Iment- 16 Last 90 Days-  O VISUAL REFERENCES TO ALIGN THE LIGE ON THE EDGE OF THE ARPT & LICK ON THE CONTROLS & APPLIED

File No. - 335 4/13/84 HARRISBURG, OR A/C Reg. No. N734JW Time (Lc1) - 1935 PST Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. LIGHT CONDITION - DUSK 2. WEATHER CONDITION - HAZE 3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE 4. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5 Factor(s) relating to this accident is/are finding(s) 1,2,6

		g. No. N222WY				
Type Operating Certificate-NONE (GENERAL				Injur		
	SUBSTAN		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	_	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	1
-Aircraft Information Make/Model - BELLANCA 7GCBC	Fire Make /Made 1	OMTNO O 220 A2D	FLT	Tm=+=11==//		NO N
Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - LYCO Number Engines - 1	UMING U-320-AZB	ELI	installed/f tall Warnir	Ctivated	- NU -N,
Max Gross Wt - 1150	Engine Type - REC		S FTND	tari warnin	ig system	- 163
No. of Seats - 2	Rated Power -	150 HP	LION			
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A	MOUNTAINSIDE, OR		4: D	_4_		
Completeness - N/A Basic Weather - VMC	Destination SHERWOOD.OR		Airport D			
Wind Dir/Speed- 240/009 KTS	SHERWOOD, UR		_		02	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		100
Lowest Sky/Clouds -	Type of Flight Plan -	NONE		Surface -		,00
Lowest Ceiling - 2000 FT BROKE					WET	
Obstructions to Vision- NONE	Type Apch/Lndg -					
Precipitation - RAIN	,, .,, . ,					
Condition of Light - DAYLIGHT						
-Personnel Information		Madiaal Gaudicia	4 - VAL TD	MEDICAL WA	TVEDC // T	M T T
	Age - 44 Biennial Flight Review	Medical Certifica	te - VALID ht Time (H		ITVERS/LI	MITI
COMMERCIAL.CFI	Current - YES	Total -			Hre -	1
SE LAND, ME LAND, SE SEA	Months Since - 5	Make/Model-		Last 30		
GLIDER	Aircraft Type - UNK/NR		69	Last 90	Days C	0
GEIDEN	Arrorare Type State, Tak		19	2001		ŭ
		March 2.1.g	, 0			
Instrument Rating(s) - AIRPLANE						
-Narrative ING LANDING THE ACFT SWERVED OFF THE RWY. T	THE PLT STATED THAT THE RECOM	MMENDED PROCEDURE	AT THIS A	RPT IS TO I	AND	
ILL. INVESTIGATION REVEALED THAT THE LANDIN	THE RESULT OF THE RESULT					

5/02/84 SHERWOOD, OR A/C Reg. No. N222WY Time (Lc1) - 1035 PDT File No. - 263

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

#### Finding(s)

- 1. WEATHER CONDITION TAILWIND
- 2. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 3. TERRAIN CONDITION SOFT
- 4. GROUND LOOP/SWERVE UNCONTROLLED PILOT IN COMMAND
- 5. WRONG RUNWAY SELECTED PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

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

File No 299 2/04/84 EASTO	N,PA A/C	Reg. No. N91332	T 	ime (Lc1) -	- 1230 EST	
-Basic Information Type Operating Certificate-ON-DEMAND AI	P TAXI Aircra	ft Damage		Injur	ries	
Type operating benefit reate on behand at		ANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONA		Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-38-112		YCOMING 0-235		Installed/ <i>E</i>		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnir	ng System	- YES
Max Gross Wt - 3600		ECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	112 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A		t	ON AIR	PORT		
Completeness - N/A	EASTON,PA Destination .		Airport D			
Basic Weather - VMC	SAME AS ACC/INC		EASTON			
Wind Dir/Speed- 300/005 KTS	SAME AS ACC/INC		_		. 35	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		•
Lowest Ceiling - NONE	Type of Clearance				WET	
Obstructions to Vision- NONE	Type Apch/Lndg			010100		
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 32	Medical Certifica			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review	-	ht Time (H			
STUDENT	Current - N/A	Total -		Last 24		, 0
	Months Since - N/A	Make/Model-	50		Days- UN	•
	Aircraft Type - N/A	Instrument-	3	Last 90	) Days-	2
Instrument Rating(s) - NONE						
-Narrative STUDENT PLT ON HIS FIRST SOLO FLT VEERED ( THE RWY CONTRIBUTED TO THE BEGINNING OF TH			HE PLT SAI	O A PUDDLE	OF WATER	
!						

2/04/84 File No. - 299 EASTON, PA A/C Reg. No. N91332 Time (Lc1) - 1230 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - WET 2. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2,3,4,5$ Factor(s) relating to this accident is/are finding(s) 1,6

File No 312 2/16/84 BRI	STOL, PA	A/C Reg. No. N201	LU	Τi	me (Lc1)	- 1705 EST	
-Basic Information Type Operating Certificate-NONE (GENE		rcraft Damage		F-4-1	Inju		Na
Type of Operation -PERSONAL		SUBSTANTIAL re	Crew	Fatal O	Serious O	Minor O	None
Flight Conducted Under -14 CFR 91		re IONE	Pass	0	0	0	1
Accident Occurred During -LANDING	,	IONE	rass	U	O	U	
Aircraft Information							
Make/Model - MOONEY M20J		- LYCOMING IO-36	0			Activated -	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			St	all Warni	ng System -	- YES
Max Gross Wt - 2740		- RECIP-FUEL INJ	ECTED				
No. of Seats - 4	Rated Power	- 200 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Α		roximity		
Wx Briefing - UNK/NR	Last Departure	Point		ON AIRP	ORI		
Method - UNK/NR Completeness - UNK/NR	WAUKEGAN,IL Destination			rport Da	4.0		
Basic Weather - VMC	PHILADELPHIA,	DA	Aı	nport Da	ta		
Wind Dir/Speed- 300/015 KTS	PHILADELPHIA,	PA			Ident	- UNK/NR	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds -	Type of Flight	Plan - IFR			Surface		
Lowest Ceiling -	Type of Clearar					- UNK/NR	
Obstructions to Vision- HAZE		- FORCED LAN	DING		• • • • •	,	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 43 Biennial Flight Revie	Medical Cer					
Certificate(s)/Rating(s)	Biennial Flight Revie	eW	Flight	Time (Ho	urs)		_
PRIVATE	Current - Y Months Since - U	ES Total	2	15 9	Last 2	4 Hrs -	6
SE LAND	Months Since - U	INK/NR Make/Mo				O Days- UNK	
	Aircraft Type - U	INK/NK Instrum	ent-	2	Last 9	o bays-	6
Instrument Rating(s) - UNK/NR							
-Narrative							
ACFT ENCOUNTERED WEATHER AND HEAD WINDS							
ING TO LET DOWN VFR THROUGH BREAKS ON TH			N AROUT 1	12 WAY D	OWN THE R	WΥ	
ARPT PRODUCED THE 3M ARPT. A SHORT AND S							
	AND THE ACFT SKIDDED TO	A STOP ABOUT 500					

File No. - 312 2/16/84 BRISTOL, PA A/C Reg. No. N201LU Time (Lcl) - 1705 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. WEATHER CONDITION - UNFAVORABLE WIND 3. WEATHER CONDITION - CLOUDS 4. FLUID, FUEL - LOW LEVEL 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 8. FLARE - IMPROPER - PILOT IN COMMAND 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND NOSE GEAR COLLAPSED Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 10. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,8 Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,9

Type Operating Certificate-No	ONE (GENERAL	AVIATION)	Aircraft Da			Injur		
T C. O	-0.001141		SUBSTANTIA		Fatal	Serious	Minor	
Type of Operation -PE Flight Conducted Under -14	ERSONAL		Fire	Crev	-	0	0	1
Accident Occurred During -TA			NONE	Pass	s O	0	0	'
-Aircraft Information								
Make/Model - BELL 206B			Model - ALLISC	N 250		Installed/A		
Landing Gear - SKID			gines - 1		S	tall Warnir	ng Syste	m - NO
Max Gross Wt - 3200			oe - TURBOS					
No. of Seats - 5		Rated Powe	er - 250	) HP				
-Environment/Operations Informat	tion							
Weather Data		Itinerary				Proximity		
Wx Briefing - FSS		Last Depart			UNK/NR			
Method - TELEPHONE		HARMARVII	LE,PA					
Completeness - WEATHER NOT	r PERTINENT	Destination			Airport D	ata		
Basic Weather - VMC	_	TARENTUM	PA		_	<b>-</b>		
Wind Dir/Speed- 260/010 KTS		ATC /A immedia					N/A	
Visibility - 15.0 SM Lowest Sky/Clouds - CLE		ATC/Airspace	and Diam NO	ME			N/A	
			ight Plan - NO earance - NO				N/A	
Lowest Ceiling - NON Obstructions to Vision- NON		Type of Cie			Runway	status -	N/A	
Precipitation - NON		Type Apch/t	nag - un	IK/ NK				
Condition of Light - DA								
Condition of Light - DAY	, LIGH!							
-Personnel Information								_
Pilot-In-Command		Age - 37		lical Certifica			WAIVER	S/LIMIT
Certificate(s)/Rating(s)	ŀ	Biennial Flight F			ht Time (H			
COMMERCIAL,ATP SE LAND,ME LAND		Current Months Since	- YES	Total - Make/Model-	2310 138	Last 24		1
HELICOPTER		Aircraft Type			263	Last 30 Last 90	Days-	0NK/NK 66
HELICOPTER		Aircraft Type	- UNK/INK	Multi-Eng -		Rotorcr		138
				Multi-Eng -	1024	ROTOFCE	ait -	130
Instrument Rating(s) - L	JNK/NR							
-Narrative								
ING A PRACTICE FLT THE PLT TRIED		BUT THE BIOLET	WID SEEMED TO	CTICK THE AC	DT DOLLED	TO THE DION	T AND	

File No. - 300 2/26/84 TARENTUM,PA A/C Reg. No. N59405 Time (Lc1) - 1800 EST

Occurrence

ROLL OVER

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LANDING GEAR, SKID ASSEMBLY - MOVEMENT RESTRICTED

2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

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

<ul> <li>-Basic Information</li> <li>Type Operating Certificate-NONE (GENERAL</li> </ul>	AVIATION)	Aircraft Damage			Injur	ies	
Type operating our trivate none (denema	. AVIATION)	SUBSTANTIAL		Fatal	•	Minor	None
Type of Operation -PERSONAL	•	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -APPROACH - VI	R PATTERN - FINA						
-Aircraft Information	,						
Make/Model - BLISS CORBIN BABY ACE C		Model - CONTINENTAL			Installed/A tall Warnin		
Landing Gear  - TAILWHEEL-ALL FIXED Max Gross Wt  - UNK/NR		gines - 1 be - RECIPROCATIN			tali warnin	y system	- 110
No. of Seats - 1		er - 65 HP	G CANBORE	OK .			
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depar			ON AIR	PORT		
Method - N/A	SAME AS		_				
Completeness - N/A Basic Weather - VMC	Destination SAME AS		Δ.	irport D	ata NE AIRPORT		
Wind Dir/Speed- 180/010 KTS	SAME AS	ACC/ INC				UNK/NR	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -	•	98
Lowest Sky/Clouds - CLEAR		ight Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Cl	earance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/	ndg - STRAIGHT	-IN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 58	Modical C	ontificato	VALTO	MEDICAL-WA	TVEDÇ/ITM	тT
· · · - · • · · · · · · · · · · · · · ·	Biennial Flight			: Time (H		IVERS/ LIM	1.
STUDENT	Current			37	Last 24	Hrs - UN	K/NR
	Months Since		Model- UNK	/NR	Last 30	Days- UN	K/NR
	Aircraft Typ	e - N/A Instr	ument-	1	Last 90	Days-	4
Instrument Rating(s) - NONE							
-Narrative							
FINAL APPROACH THE ACFT STRUCK SEVERAL TREE	S, THE PILOT LOS	T CONTROL OF THE ACF	T. THE ACF	T THEN S	TRUCK TELEP	HONE	

File No. - 381 4/12/84 EMPORIUM, PA A/C Reg. No. N6392T Time (Lc1) - 1215 EST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT APPROACH - VFR PATTERN - FINAL APPROACH Phase of Operation Finding(s) OBJECT - TREE(S) 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. OBJECT - WIRE, STATIC 5. OBJECT - UTILITY POLE Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1,4,5

File No 347 1/12/84 S	AN JUAN,PR A/C	Reg. No. N5317V	T	ime (Lc1) -	1230 AST	
Basic Information Type Operating Certificate-NONE (GE		aft Damage		Injur		
	NONE		Fatal	-		None
Type of Operation -AIRSHOW	Fire		-	0	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -HOVER	1 NONE	Pas	ss 1	0	0	0
Aircraft Information						
Make/Model - HILLER UH-12C		FRANKLIN VO-335		Installed/A		
Landing Gear - SKID	Number Engines -			tall Warning	g System	- NO
Max Gross Wt - 2600		RECIPROCATING-CARBU	JRETOR			
No. of Seats - 3	Rated Power -	250 HP				
Environment/Operations Information	<u>-</u>					
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE	FING Last Departure Poi	nt	OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 080/012 KTS			Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 2700 FT	SCATTERED Type of Flight Pla	n - NONE	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status ~	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR	_			
Precipitation - NONE	,, , , , , , , , , , , , , , , , , , ,					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 50	Medical Certific	ate - VALID	MEDICAL-WA	VERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review Current - YES	F1 ·	ght Time (H	ours)		
PRIVATE	Current - YES	Total -				
SE LAND	Months Since - 4	Make/Model-	609	Last 30	Days- UN	K/NR
HELICOPTER	Aircraft Type - UNK/	NR Instrument-	UNK/NR	Last 90	Days- UN	K/NR
	•	NR Instrument- Multi-Eng -	UNK/NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - NONE						WELL
Nonnetive						
Narrative RFORMER FELL FROM A TRAPEZE RIGGED BE	IOW THE HELICOPTED WHILE IT "	IAS HOVEDING AT ARCH	IT 450 ET 40	. THE EAA!	AD NOT	
DRIZED THE MODIFICATION TO THE ACFT.					IAD NOT	
WELLED INCHILLETUALIUM IU IME AVEL.	THE FLI WAS NOT CERTIFIED FOR	LAICKNAL LUAU UPEI	MITONS. IDE	FERIORMER		
RTEDLY HAD NOT DONE THIS ACT BEFORE A	ND WAS NOT IN EVOLUTIONS DUVES	CAL CONDITION				

File No. - 347 1/12/84 SAN JUAN,PR A/C Reg. No. N5317V Time (Lc1) - 1230 AST

Occurrence

MISCELLANEOUS/OTHER

Phase of Operation HOVER

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

3. PLANNING-DECISION - IMPROPER - PASSENGER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2,3$ 

Injuries Fatal Serious Minor None Crew O O O 1 Pass O O O O
Crew 0 0 0 1
Pass 0 0 0 0
7
Stall Warning System - YES
Airport Proximity
ON AIRPORT
Airport Data
GRAND STRAND
Runway Ident - 23
Runway Lth/Wid - 5996/ 150
Runway Surface - ASPHALT
Runway Status - DRY
PATTERN
ertificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
- 4500 Last 24 Hrs - 2
Model- 186 Last 30 Days- UNK/NR
ument- 489 Last 90 Days- 139
-Eng - 2558
/N ru i-

File No. - 218 3/14/84 MYRTLE BEACH,SC A/C Reg. No. N7997R Time (Lc1) - 0753 EST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED

- 2. GEAR DOWN AND LOCKED NOT IDENTIFIED PILOT IN COMMAND
- 3. WHEELS UP LANDING INADVERTENT PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information						
Type Operating Certificate-ON-DEMAND	AIR TAXI Aircraf SUBSTA	t Damage	Fatal	Injur Serious	ies Minor	Non
Type of Operation -BUSINESS	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	Ö	ō	Ó
Accident Occurred During -APPROACH						
Aircraft Information						
Make/Model - CESSNA 172N	Eng Make/Model - LY		ELT	Installed/A		
Landing Gear  - TRICYCLE-FIXED  Max Gross Wt  - 2150	Number Engines - 1 Engine Type - RE			tall Warnin	g System	- YES
No. of Seats - 4	3 7,	150 HP	LIOK			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		UNK/NR			
Method - TELEPHONE	CONWAY, SC					
Completeness - WEATHER NOT PERTINE Basic Weather - VMC			Airport D	ata		
Wind Dir/Speed- 200/009 KTS	OWENS FIELD,SC		Punway	Ident -	UNK/NR	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds -	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - 1700 FT BRO			Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- PRECAUTIONARY LA	NDING			
Precipitation - NONE					•	
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 24	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
COMMERCIAL, CFI	Current - YES	Total -	358	Last 24	Hrs - UN	
SE LAND, ME LAND, SE SEA	Months Since - 3	Make/Model- Instrument-	98	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument-	66	Last 90	Days-	183
•		Multi-Eng -	30	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE						
ACFT WAS MAKING A PRECAUTIONARY LANDING	BECAUSE THE FUEL GUAGES WERE	INDICATING "EMPTY	". FOLLOWI	NG TOUCHDOW	N THE PLT	
A BARBED WIRE FENCE AND ATTEMPTED A GO-						
INUED THROUGH ANOTHER BARBED WIRE FENCE.	. ACROSS A PAVED ROAD & INTO	SOME TREES.				

File No. - 373 4/04/84 WINNSBORO,SC A/C Reg. No. N733KM Time (Lcl) - 1430 EST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND 3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 4. OBJECT - FENCE 5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 6. OBJECT - FENCE 7. OBJECT - TREE(S) ----Probable Cause----

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

<ul> <li>-Basic Information</li> <li>Type Operating Certificate-NONE (GENE</li> </ul>	PAL AVIATION)	Aircraft	. Damade			Inju	ries	
Type operating certificate None (GLNE	NAL AVIATION)	SUBSTAN			Fatal	Serious		None
Type of Operation -AERIAL APP	_ICATION	Fire		Crew	0	0		1
Flight Conducted Under -14 CFR 137		NONE	•	Pass	0	0	0	0
Accident Occurred During -LANDING								
-Aircraft Information								
Make/Model - GRUMMAN G164A	Eng Make/	Model - P &	W R-985		ELT	Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Er	igines - 1			S	tall Warnii	ng System	- YES
Max Gross Wt - 3725	Engine ly Rated Pow		IPROCATING-CA	KROKE	UR			
No. of Seats - 1	Rated POW	er - 	450 HP					
-Environment/Operations Information								
Weather Data	Itinerary					Proximity		
Wx Briefing - NO RECORD OF BRIEFI					ON AIR	SIRIP		
Method - N/A Completeness - N/A	SAME AS Destination	•			irport D	2+2		
Basic Weather - VMC	LOCAL	!		A	irport b	ala		
Wind Dir/Speed- 210/010 KTS	EGGAL				Runwav	Ident	- UNK/NR	
Visibility - 15.0 SM	ATC/Airspace	!				Lth/Wid		
Lowest Sky/Clouds - 12000 FT SC					Runway	Surface	- GRAVEL	
Lowest Ceiling - UNK/NR		earance -			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg -	STRAIGHT-IN					
Precipitation - NONE			FULL STOP					
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 29		Medical Certi				) WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Current		Total	Flight	Time (H	ours)	4 Hrs - UN	IV /ND
SE LAND	Months Since	_		- 1. 1	430 120	Last 24		
SE LAND	Aircraft Typ		Thetrumen	+ -	120	Last 30 Last 90	Days UN	120
	And are typ	C ONN, NIN	Multi-Eng	- UNK	/NR	Rotorci	raft - UN	
					,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		,
Instrument Rating(s) - NONE								
-Narrative								
AERIAL APPLICATION ACFT WAS USING A GRAY	/EL SUDEACED DIDT D	OAD AS A TE	MDODARY LANDTI	NG STP	TP DURT	NG THE LAND	TNG	

File No. - 372 4/19/84 HUGER.SC A/C Reg. No. N7856 Time (Lc1) - 1200 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 2. TERRAIN CONDITION - SOFT 3. OBJECT - TREE(S) 4. TERRAIN CONDITION - DITCH Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 2,3,4,5

CTED  Airpo ON  Airpor CHA Run Run Run	Serious O O O CLT Installed/ Stall Warni CLT Proximity AIRPORT CLT Data RLESTON AFB	O O O O O O O O O O O O O O O O O O O	- YES
Crew O Pass O  520-C E  CTED  Airpo ON  Airpor CHA Run Run Run Run	O O O O O O O O O O O O O O O O O O O	O O O O O O O O O O O O O O O O O O O	1 1 - UNK/N - YES
520-C E CTED  Airpo ON  Airpor CHA Run Run Run	CLT Installed/ Stall Warni  The Proximity AIRPORT  The Data RLESTON AFB IWAY Ident Iway Lth/Wid Iway Surface	Activated ong System of Sy	- UNK/N - YES
CTED  Airpo ON  Airpor CHA Run Run Run	Stall Warni  ort Proximity AIRPORT  ot Data RLESTON AFB HWAY Ident HWAY Lth/Wid	ng System 33 - 9001/ 2	- YES
CTED  Airpo ON  Airpor CHA Run Run Run	Stall Warni  ort Proximity AIRPORT  ot Data RLESTON AFB HWAY Ident HWAY Lth/Wid	ng System 33 - 9001/ 2	- YES
CTED  Airpo ON  Airpor CHA Run Run Run	Stall Warni  ort Proximity AIRPORT  ot Data RLESTON AFB HWAY Ident HWAY Lth/Wid	ng System 33 - 9001/ 2	- YES
Airpo ON Airpor CHA Run Run Run	ort Proximity AIRPORT  It Data RLESTON AFB Way Ident Way Lth/Wid	- 33 - 9001/ 2	
Airpo ON Airpor CHA Run Run Run	AIRPORT  T Data RLESTON AFB Way Ident Way Lth/Wid	- 9001/ 2 - CONCRETE	200
ON Airpor CHA Run Run Run	AIRPORT  T Data RLESTON AFB Way Ident Way Lth/Wid	- 9001/ 2 - CONCRETE	200
ON Airpor CHA Run Run Run	AIRPORT  T Data RLESTON AFB Way Ident Way Lth/Wid	- 9001/ 2 - CONCRETE	200
ON Airpor CHA Run Run Run	AIRPORT  T Data RLESTON AFB Way Ident Way Lth/Wid	- 9001/ 2 - CONCRETE	200
Airpor CHA Run Run Run	t Data RLESTON AFB way Ident way Lth/Wid way Surface	- 9001/ 2 - CONCRETE	200
CHA Run Run Run	RLESTON AFB way Ident way Lth/Wid way Surface	- 9001/ 2 - CONCRETE	200
CHA Run Run Run	RLESTON AFB way Ident way Lth/Wid way Surface	- 9001/ 2 - CONCRETE	200
Run Run	way Lth/Wid way Surface	- 9001/ 2 - CONCRETE	200
Run	way Surface	- CONCRETE	200
Run	way Status	- DRY	
ificate - VA	LID MEDICAL-W	AIVERS/LIM	ΙΤ
			2
nt- 2804 g - 15500	Last 9	0 Days-	35
	Flight Time - 18560 el- 100 nt- 2804 g - 15500	Flight Time (Hours) - 18560 Last 2 el- 100 Last 3 nt- 2804 Last 9 g - 15500  TO AVOID AN ARRESTING CA	- 18560 Last 24 Hrs - el- 100 Last 30 Days- UNH nt- 2804 Last 90 Days-

File No. - 205 4/25/84 CHARLESTON,SC A/C Reg. No. N85052 Time (Lc1) - 1437 EST

Occurrence COMPLETE GEAR COLLAPSED 
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION)	Aircraft l	)amage		Iniu	ıries	
, ) po operating our tri route nome (senem	L A71A110M)	SUBSTANT		Fatal		Minor	None
Type of Operation -PERSONAL		Fire		w 0 5 0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	5 0	0	О	1
Accident Occurred During -CRUISE							
-Aircraft Information							
Make/Model - CHAMPION 7EC			INENTAL C90-12F				
Landing Gear - TAILWHEEL-ALL FIXED					tall Warni	ng System	~ YES
Max Gross Wt - 1220 No. of Seats - 2		ype - RECII	PROCATING-CARBUR	RETOR			
NO. Of Seats - 2	Rated Po		30 HP 				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
W× Briefing - NO RECORD OF BRIEFING Method - N/A		rture Point		UNK/NR			
Completeness - N/A	SAME AS Destinatio			Airport D	2+2		
Basic Weather - VMC		ACC/INC		Amport	ala		
Wind Dir/Speed- 330/015 KTS	J2	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Runway	Ident	- UNK/NR	
Visibility - 50.0 SM	ATC/Airspac	e			Lth/Wid		
Lowest Sky/Clouds - CLEAR		light Plan - I			Surface		
Lowest Ceiling - NONE		learance - I		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch	/Lndg - l	JNK/NR				
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 28	Ma	edical Certifica	ate - VALID	MEDICAL -N	IN WATVERS/	ITMTT
Certificate(s)/Rating(s)	Age - 28 Biennial Flight	Review	Flic	ght Time (H		WAIVERS/	
PRIVATE	Current	- UNK/NR	Total -	286	Last 2	4 Hrs - UN	K/NR
SE LAND	Months Sinc	e - UNK/NR	Make/Model- Instrument-	240	Last 3	O Days- UN	K/NR
	Aircraft Ty	pe - UNK/NR	Instrument-	2	Last 9	O Days-	7
Instrument Rating(s) - NONE							
-Narrative							
ACFT CRASHED DURING A FLIGHT FOR THE PURP			TTLE. THE PLT ST AR ON THE DOWNWA				

File No. - 357 1/27/84 WALL,SD A/C Reg. No. N7406B Time (Lc1) - 0830 MST

Occurrence
Phase of Operation

LOSS OF CONTROL - IN FLIGHT

Phase of Operation CRUISE - NORMAL

#### Finding(s)

1. WEATHER CONDITION - WINDSHEAR

- 2. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 3. STALL PERFORMED PILOT IN COMMAND
- 4. AIRSPEED NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

File No 355 4/05/84 BARNA	RD,SD A/C R	eg. No. N7594K	T	ime (Lc1) -	1900 CS	ST 
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injuri	ies	
.,,p===p===============================	SUBSTA		Fata1	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING - RO	LL					
-Aircraft Information						
Make/Model - PIPER PA-18	Eng Make/Model - LY	COMING 0-235-C1	ELT	Installed/Ad	ctivated	d - YES/N
Landing Gear :- TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warning	g System	n - YES
Max Gross Wt - 1750	Engine Type - RE		ETOR			
No. of Seats - 2	Rated Power -	115 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL				_	
Wind Dir/Speed- CALM				Ident -		
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -	•	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	SNOW -	WET
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 40	Medical Certifica			VERS/LI	MII
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			IAUZ /AID
PRIVATE	Current - YES	Total ~	850	Last 24		
SE LAND	Months Since - 7		700	Last 30	Days- L	JNK/NR
	Aircraft Type - UNK/NR	Instrument- U	NK/NR	Last 90	Days-	4
		Multi-Eng - U	NK/NR	Rotorcra	itt - L	INK/NR
Instrument Rating(s) - UNK/NR		~				
-Narrative						
ING A LANDING IN A SOY BEAN FIELD THE ACFT	ENCOUNTERED A SOFT MUDDY S	POT WHICH CAUSED T	HE ACET TO	NOSE OVER		
THE A CAROLING IN A SOL BEAR LILED THE ACT I	211000111EKED # 3011 MODDI 3	C. MILLOU CHOOLD I		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		

File No. - 355 4/05/84 BARNARD,SD A/C Reg. No. N7594K Time (Lcl) - 1900 CST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

- 1. TERRAIN CONDITION SOFT
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND

----Probable Cause----

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

File No 244 2/20/84 CHARL	ESTON, TN	A/C Reg. No	. N6000F	Т	ime (Lc1) -	1810 ES	Т
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -FERRY Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION)	Aircraft Dama SUBSTANTIAL Fire NONE	ge Crew Pass	Fatal O O	Injur Serious 1 O	ies Minor O O	None O O
Aircraft Information Make/Model - AERO COMMANDER 680F Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - UNK/NR No. of Seats - 6			EL INJECTED		Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 150/012 KTS Visibility - 15.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - 25000 FT OVER Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	CHATTANOO ATC/Airspace Type of Fl	LLE,TN DGA,TN ight Plan - NONE earance - NONE	Α	UNK/NR irport D Runway Runway Runway	ata	UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 56 Biennial Flight F Current Months Since Aircraft Type	Review - YES To - 6 Mo e - UNK/NR I	al Certificate Flight otal - UNK ake/Model- UNK nstrument- UNK ulti-Eng - UNK	Time (H /NR /NR /NR	ours) Last 24 Last 30 Last 90	WAIVERS Hrs - U Days- U Days- U aft - U	NK/NR NK/NR NK/NR
Instrument Rating(s) - NONE Narrative HE ACFT CRASHED DURING A FERRY FLIGHT AND THE EVEALED THAT THE ACFT HAD BEEN PARKED ON THE NNUAL INSPECTION WAS RECORDED ON 9-1-81. THE ONDITION BUT THE ACFT WAS NOT FOUND AIRWORTH AS NOT CONSIDERED SAFE FOR RETRACTION. THE A N THE ACFT. THIS PLT HAD WORKED FOR THE NEW CFT FOR SEVERAL DAYS BEFORE DEPARTING FOR CH OWER AT THE TIME OF THE ACCIDENT. THE THROTT OUND BOTH ENGS NOT AIRWORTHY DUE TO OIL PRES	SERVICE RAMP FOR PREVIOUS OWNER HAY DUE TO LOW OIL FOR COMPANDE TO PREVIOUS ATTANOOGA. INVESTILE AND PROP LEVERS	NEARLY TWO YEAR AD ORDERED THE APPRESSURE AND MET. FLY SOLD TO A NET. GCCASSIONS FERR GGATION REVEALED WERE FOUND IN	S WITHOUT BEIN  CFT RESTORED T  AL IN BOTH ENG  W OWNER WHO SE  YING ACFT. THE  THAT THE LEFT  THE CLOSED POS	G USED. O AN AIR INES. AL NT AN A& PLT WOR ENG WAS	THE LAST WORTHY SO THE GEAR P/PLT TO WO KED ON THE NOT DEVELO	RK	

File No	244	2/20/84	CHARLESTON, TN	A/C Reg. No	D. N6000F	Time (Lc1) - 1810 EST
Occurrence #1 Phase of Operation	LOSS O					
Finding(s) 1. UNDETERMINED						
Occurrence #2 Phase of Operation	IN FLIC	<del>-</del> -	ION WITH TERRAIN			
	SE OF PRO	CEDURE, UNDE	- · · · - · · · -	RSONAL ABILITY - PILO PILOT IN COMMAND	DT IN COMMAND	
Probable Cause-						

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

File No 225 3/29/84 SOUTH	FULTON,TN	A/C Reg.	. No. N1296W	Т	ime (Lcl) -	1430 CST	
-Basic Information Type Operating Certificate-EXTERNAL LOA	D	Aircraft [			Injur		
-		SUBSTANT		Fatal	Serious		None
Type of Operation -AERIAL APPLI	CATION	Fire	Cre	0	0	0	1
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING		NONE	Pass	6 0	0	0	0
			·				
-Aircraft Information							
Make/Model - WEATHERLY 2010			R-985 SERIES				
Landing Gear - TAILWHEEL-ALL FIXED					tall Warnin	g System	- UNK/NR
Max Gross Wt - UNK/NR			PROCATING-CARBUR	RETOR			
No. of Seats - 1	Rated Power	- 45	50 HP				
-Environment/Operations Information					<del> </del>		
Weather Data	Itinerary	•		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu	ure Point		OFF AI	RPORT/STRIP		
Method - N/A	FULTON, KY						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- CALM						N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flig				Surface -		
Lowest Ceiling - BROKEN	Type of Clea			Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lr						
Precipitation - NONE		F	ORCED LANDING				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 39	M∈	edical Certifica				
Certificate(s)/Rating(s)	Biennial Flight Re Current	eview	Flig	tht Time (H	ours)		
COMMERCIAL	Current	- UNK/NR	Total - l	INK/NR	Last 24	Hrs - UN	K/NR
SE LAND	Months Since	- UNK/NR	Make/Model- L	INK/NR	Last 30	Days- UN	K/NR
	Aircraft Type	- UNK/NR	Make/Model- L Instrument- L Multi-Eng - L	INK/NR	Last 90	Days- UN	(/NR
			Multi-Eng - l	INK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE							
Manuelina							
-Narrative	N COUTTEDING AND 10	SCINC DOWER	THE DIT DUMBER	LITC LOAD	AND CTILL C	OULD NOT	
E MILES AFTER TAKEOFF THE ACFT ENGINE BEGA NTAIN FLIGHT. THE ACFT COULD NOT BE STOPPE							
TURE GRASS. INVESTIGATION REVEALED WATER I		WITH PENCE	AND IKEES DURIN	IG A DOWNWI	NO LANDING	ON WEI	

A/C Reg. No. N1296W Time (Lc1) - 1430 CST File No. - 225 3/29/84 SOUTH FULTON, TN Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - WATER 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. WEATHER CONDITION - TAILWIND 5. LOAD JETTISON - PERFORMED - PILOT IN COMMAND 6. TERRAIN CONDITION - WET 7. OBJECT - FENCE 8. OBJECT - TREE(S) ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6,7,8

Type Operating Certificate-NONE (GENER	AL AVIATION) . Aircraft	: Damage		Inju	ries	
	SUBSTAN		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	2
-Aircraft Information						
Make/Model - PIPER PA-28-236	Eng Make/Mode1 - LYC	OMING 0-540-J3A5D	ELT	Installed/	Activated	- UNK/N
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warni	ng System	- YES
Max Gross Wt - 2900	Engine Type - REC		ETOR			
No. of Seats - 4	Rated Power -	235 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIF	RSTRIP		
Method - N/A	HOUSTON, TX		A			
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport [ PRIVAT			
Wind Dir/Speed- CALM	SAME AS ACC/INC				- UNK/NR	
Visibility : - 15.0 SM	ATC/Airspace			/ Lth/Wid		NIZ /NID
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance -				- UNK/NR	IX1
Obstructions to Vision- NONE	Type Apch/Lndg -		(tariwa)	5 (4 (40	Orany ran	
Precipitation - NONE	· )   · ·   · · ·   - · · · · · · · ·	,				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		Medical Certifica			O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES Months Since - 2	Flig	ht Time (H	lours)		
PRIVATE	Current - YES	Total - U Make/Model- U	NK/NR	Last 2	4 Hrs - UN	K/NR
SE LAND			NK/NR	Last 3	O Days- UN	K/NR
	Aircraft Type <sub>.</sub> - UNK/NR	Instrument- U		Last 9		
		Multi-Eng - U	NK/NR	Rotorc	raft - UN	K/NR
Instrument Rating(s) - NONE						
-Narrative						
ING LANDING ON A 4000 FT SOD RANCH STRIP	THE PLT RAN OFF THE RWY INTO	A RAVING AND COLL	APSED THE	LANDING GE	AR. THE	
SAID HE LANDED IN A CRAB AND RAN OFF THE						

File No. - 315 1/06/84 DEL RIO,TX A/C Reg. No. N8117Z Time (Lc1) - 1430 CST Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. DISTANCE - MISJUDGED - PILOT IN COMMAND 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 4. TERRAIN CONDITION - DITCH Occurrence #3 COMPLETE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 4

Basic Information Type Operating Certificate-NONE (GENERA	SUBSTANT	rial J	Fatal Serious		None
Type of Operation -EXECUTIVE/CO Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	RPORATE Fire NONE	Crew Pass	0 0		1 0
Aircraft Information Make/Model - CESSNA T210N Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3800 No. of Seats - 6	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI Rated Power - 3			/Activated - ing System -	
Environment/Operations Information Weather Data Wx Briefing - NWS	Itinerary Last Departure Point	ı	Airport Proximity ON AIRPORT		
Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 180/005 KTS Visibility - 4.000 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	SAN ANGELO,TX Destination SAN ANTONIO,TX  ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	IFR IFR	irport Data RUST Runway Ident Runway Lth/Wid Runway Surface Runway Status	- 2000 -UN - GRASS/TUR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)		Medical Certificate Flight	- VALID MEDICAL- Time (Hours)	NO WAIVERS/L	_IMIT
COMMERCIAL SE LAND	Current - YES Months Since - 8 Aircraft Type - UNK/NR	Total - 9 Make/Model - 7	913 Last 712 Last /NR Last	24 Hrs - 30 Days- UNK 90 Days- craft - UNK	36
Instrument Rating(s) - AIRPLANE					
Narrative DURING FLT IN IMC CONDITIONS, THE ALTERNATOR OF THE PLT HAD GOTTEN INTO VMC CONDITIONS. H PCH SPEED WAS TOO FAST, HE LANDED LONG & THE ND OF THE RWY, WENT DOWN A SLOPE & HIT 2 FEN EAD.	E ELECTED TO LAND ON A PRIVAT RE WAS NO EFFECTIVE BRAKING O	TE GRASS STRIP. HE F ON WET GRASS. THE AC	REPORTED THAT HIS CFT CONTINUED OFF	THE	

1/09/84 File No. - 314 WARING, TX A/C Reg. No. N9515Y Time (Lc1) - 0940 CST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ELECTRICAL SYSTEM, ELECTRIC WIRING - FAILURE, TOTAL 2. ELECTRICAL SYSTEM, ALTERNATOR - INOPERATIVE Occurrence #2 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 4. DISTANCE - MISJUDGED - PILOT IN COMMAND 5. AIRSPEED - MISJUDGED - PILOT IN COMMAND 6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 8. TERRAIN CONDITION - DOWNHILL 9. OBJECT - FENCE 10. OBJECT - BUILDING(NONRESIDENTIAL) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,7,8,9,10

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)  Aircraft Damage SUBSTANTIAL Type of Operation Type of Operation Type of Operation Type of Operation Type of Operation Type of Operation Type of Operation Type of Operation Type of Operation Type of Operation Type of Operation Type of Operation Type of Operation Type of Operation Type of Operation Type of Operation Type of Operation Type of Operation Type Operation	1 0 
SUBSTANTIAL Fatal Serious Minoration -BUSINESS Fire Crew O O O Control Conducted Under -14 CFR 91 NONE Pass O O O Control Cont	1 0 
Flight Conducted Under -14 CFR 91 NONE Pass O O C Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 120 Eng Make/Model - CONT MOTOR C85-12F ELT Installed/Activat Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning Syst Max Gross Wt - 1450 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 85 HP	0  ed - YES/N
Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 120 Eng Make/Model - CONT MOTOR C85-12F ELT Installed/Activat Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning Syst Max Gross Wt - 1450 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 85 HP	ed - YES/N
Aircraft Information  Make/Model - CESSNA 120 Eng Make/Model - CONT MOTOR C85-12F ELT Installed/Activat  Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning Syst  Max Gross Wt - 1450 Engine Type - RECIPROCATING-CARBURETOR  No. of Seats - 2 Rated Power - 85 HP	
-Aircraft Information  Make/Model - CESSNA 120 Eng Make/Model - CONT MOTOR C85-12F ELT Installed/Activat  Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning Syst  Max Gross Wt - 1450 Engine Type - RECIPROCATING-CARBURETOR  No. of Seats - 2 Rated Power - 85 HP	
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning Syst Max Gross Wt - 1450 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 85 HP	
Max Gross Wt - 1450 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 85 HP	em ~ YES
No. of Seats - 2 Rated Power - 85 HP	
-Environment/Operations Information	
Weather Data Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT	
Method - N/A SAME AS ACC/INC	
Completeness - N/A Destination Airport Data	
Basic Weather - VMC LOCAL KENT COUNTY	
Wind Dir/Speed- 025/003 KTS Runway Ident - 17 Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 3300	/ 50
Lowest Sky/Clouds - Type of Flight Plan - NONE Runway Eth/wid - 3300	
Lowest Ceiling - 10000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY	_ '
Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	
Condition of Light - DAYLIGHT	
<del>-</del> <del>-</del> <del>-</del>	
-Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/	ITMIT
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	
COMMERCIAL Current - UNK/NR Total - 4060 Last 24 Hrs -	2
SE LAND Months Since - O Make/Model - 425 Last 30 Days-	UNK/NR
SE LAND Months Since - O Make/Model- 425 Last 30 Days- Aircraft Type - UNK/NR Instrument- 11 Last 90 Days-	50
Instrument Rating(s) - UNK/NR	
-Narrative	
ACFT NOSED OVER DURING LANDING. THE PLT SAID HE WAS TRYING TO CORRECT A VEER IN THE TAIL WHEEL ACFT AND MAY HAVE	
DVERTANTLY USED THE RIGHT BRAKE.	
:	

File No. - 290 1/12/84 JAYTON, TX A/C Reg. No. N3014N Time (Lc1) - 1740 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. AIRCRAFT PERFORMANCE, TURN CAPABILITY - ERRATIC 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5 Factor(s) relating to this accident is/are finding(s) 1

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) Aircraf	t Damage		Injur	ies	
Type operating our trivoute none (achem	SUBSTA		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crev	, 0	0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pass	0	0	0	0
-Aircraft Information						
Make/Mode1 - RYAN PT-22C	Eng Make/Model - RA					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			itall Warning	g System	- YES
Max Gross Wt - 1885	Engine_Type - RE		RETOR			
No. of Seats - 2	Rated Power -	145 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A			ON AIF	PURI		
Completeness - N/A	SAME AS ACC/INC Destination		Airport D			
Basic Weather - VMC	LOCAL		•	O INTERNATIO	INIAI	
Wind Dir/Speed- 350/006 KTS	LOCAL			Ident -		
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		, -
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 37	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		tht Time (F		11	
COMMERCIAL,ATP,FLT ENG SE LAND,ME LAND	Current - YES	Total -		Last 24		0
SE LAND, ME LAND	Months Since - 14 Aircraft Type - UNK/NR	Make/Model- Instrument-	1900	Last 30 Last 90	Days- UN	30
	ATTCTATE Type - UNK/NR	Multi-Eng -		Last 90	Days-	30
Instrument Rating(s) - AIRPLANE						
ESTIGATION REVEALED A TOUCH-AND-GO LANDING						
VLY LEFT IN A LIGHT CROSSWIND. AFTER FLYING	G ABOUT 2000 FT THE MAIN GE	AR STRUCK THE TOP	OF A SAND	DUNE AND THE	ACFT	
D OVER.						

File No. - 292 2/02/84 EL PASO,TX A/C Reg. No. N49086 Time (Lcl) - 1305 MST

Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. ROTATION PREMATURE PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT PILOT IN COMMAND
- 4. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 5. TOUCH-AND-GO LANDING PERFORMED PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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

Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) Air	craft Damage		Injur	ies	
Type specialing out the fourth (attraction		BSTANTIAL	Fatal			None
Type of Operation -PERSONAL	Fir	e C	rew O	0	1	0
Flight Conducted Under -14 CFR 91	NO	NE P	ass O	0	1	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-22-135	Eng Make/Mode1	- LYCOMING 0-290-D2	ELT			
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1850	Number Engines	- 1	BURETOR	Stall Warnin	g System	- YES
No. of Seats - 4	3 ,	- RECIPROCATING-CAR - 135 HP	BURETUR			
NO. 01 Seats 4	rated Fower	- 135 NP				
Environment/Operations Information Weather Data	Itinoneny		Ainmont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure P	oint		RSTRIP		
Method - N/A	RANGER.TX	01110	ON AI	KSTKIF		
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LAMKIN,TX		•			
Wind Dir/Speed- 360/015 KTS				y Ident -		
Visibility - 7.0 SM	ATC/Airspace			y Lth/Wid -		NK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight P			y Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearanc Type Apch/Lndg		Runwa	y Status -	DRY	
Precipitation - NONE	Type Apcil/ Elidy	- FOLL 310P				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 55	Medical Certif				
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (			_
	Current - N/ Months Since - N/			Last 24		2 V /ND
	Aircraft Type - N/	A Make/Model	- 32 - 0	Last 30 Last 90	Days- UN	30
	Afficiant type Ny	A INSCIAMENT	O	Last 90	Days	30
Instrument Rating(s) - NONE						
Narrative						
ACFT NOSE GEAR DUG INTO THE SOFT SOD RWY	AND COLLAPSED. AFTER TH	E NOSE GEAR COLLAPS	ED THE ACFT	NOSED OVER A	ND SLID	
RTED FOR ABOUT 100 FT. THE FAA COORDINATO						

File No. - 293 2/04/84 LAMKIN, TX A/C Reg. No. N3343A Time (Lc1) - 1330 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. FLARE - MISJUDGED - PILOT IN COMMAND 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 4. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Inju	ries	
	DESTR		Fatal		Minor	None
Type of Operation -PERSONAL	Fire	Cre		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	ON GR	OUND Pas	s 1	0	0	0
Aircraft Information						
Make/Model - AMERICAN AA-1A		YCOMING 0-235-C2C		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warni	ng System	- YES
Max Gross Wt - 1465 No. of Seats - 2	Rated Power -	ECIPROCATING-CARBUI	RETUR			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	UNK/NR			
Method - N/A Completeness - N/A	WAXAWACHIE,TX Destination		Administra D	-4-		
Basic Weather - VMC	SAME AS ACC/INC		Airport D	ala		
Wind Dir/Speed- CALM	SAME AS ACC, INC		Runway	Ident	- UNK/NR	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid	•	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance				- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR	_			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information	Age - 56	Medical Certifica	oto - VALTD	MEDICAL -W	ATVEDC/LIM	
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H		AIVERS/ LIM	11
PRIVATE	Current - YES	Total -	521		4 Hrs - UN	k/NR
SE LAND	Months Since - 13	Make/Model-	65	Last 3	O Days-	6
	Aircraft Type - UNK/N		4		O Days-	15
Instrument Rating(s) - NONE						
No. 197						
Narrative	EAST DANK OF THE OOLSTICE	DIVER AT ABOUT 1 1	- DEO ANG: -	TO THE !!!!	D.T. 7011 TA:	
ACFT DESCENDED INTO THE GROUND ALONG THE NGS LEVEL ATTITUDE. THERE WERE NO WITNESS						
NGS LEVEL ATTITUDE. THERE WERE NO WITNESS NGTIME CANOE TRIP DOWN THE RIVER. HIS FAT						

File No. - 281 2/06/84 LAMPASAS,TX A/C Reg. No. N9480L Time (Lc1) - 1145 CST

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

2. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND

3. LOW PASS - PERFORMED - PILOT IN COMMAND

4. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,4$ 

File No 294 2/08	/84 BENAVI	DES,TX A/C	A/C Reg. No. N8478E Time (Lc1) - 1300 CST				
-Basic Information Type Operating Certificate-	NONE (GENERAL	AVIATION) Aircra	ft Damage		Injur	ies	
		SUBST	ANTIAL	Fatal	Serious	Minor	None
	BUSINESS	Fire	Cre	w O	0	0	1
Flight Conducted Under -		NONE	Pas	s 0	0	1	0
Accident Occurred During -	LANDING						
-Aircraft Information							
Make/Model - BELL 47G-2A		Eng Make/Model - L					
Landing Gear - SKID		Number Engines -			tall Warning	g System	- YES
Max Gross Wt - 2850		Engine Type - R		RETOR			
No. of Seats - 3		Rated Power -	240 HP				
-Environment/Operations Inform	ation						
Weather Data		Itinerary			Proximity		
<u> </u>	OF BRIEFING	Last Departure Poin	t	OFF AI	RPORT/STRIP		
Method - N/A		SAME AS ACC/INC					
Completeness - N/A		Destination		Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 030/003 K	T.C.	LOCAL		D	Ident -	N1 / A	
Visibility - 10.0		ATC/Airspace			Lth/Wid -	N/A	
		ERED Type of Flight Plan	- NONE		Surface -		
Lowest Sky/Crouds - N		Type of Clearance			Status -		
Obstructions to Vision- N		Type Apch/Lndg		Kuriway	Jacas	DKT	
Precipitation - N		Type Apeny Endg	TOROLD LANDING				
Condition of Light - D							
-Personnel Information Pilot-In-Command		Age - 28	Medical Certific	-+- VALTD	MEDICAL NO	WATVEDC/	1 TMTT
Certificate(s)/Rating(s)		Biennial Flight Review		ate - VALID ght Time (H		WAIVERS/	LIMII
COMMERCIAL	ı	Current - YES	Total -	•	Last 24	Hre -	5
COMMERCIAL		Months Since - 7				Days- UN	_
HELICOPTER		Aircraft Type - UNK/N		0	Last 90	Days-	231
		only it	2110 (1 0.11011)	J	Rotorcra	aft ~	5339
Instrument Rating(s) -	NONE						
-Narrative PLT WAS HERDING CATTLE WHEN A DED HARD.	N ENG FAILURE	OCCURRED OVER A SMALL GR	OUP OF TREES. THE	PLT AUTO-RO	TATED AND TH	HE ACFT	

File No. - 294 2/08/84 BENAVIDES.TX A/C Reg. No. N8478E Time (Lcl) - 1300 CST Occurrence #1 LOSS OF POWER Phase of Operation HOVER Finding(s) 1. MISCELLANEOUS - UNDETERMINED 2. LOW PASS - PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. OBJECT - TREE(S) 5. FLARE - NOT POSSIBLE - PILOT IN COMMAND 6. ALTITUDE - INADEQUATE - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6 Factor(s) relating to this accident is/are finding(s) 2,3,4

File No 295 2/10/84 HEIDE	NHEIMER, TX A	TX A/C Reg. No. N5407 Time (Lc1) - 1645 CST				CST
-Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Airc	craft Damage		Init	uries	
,, , , , , , , , , , , , , , , , , , , ,		BSTANTIAL	Fatal	Serious		None
Type of Operation -AERIAL APPLI	CATION Fire	e C	rew O	0	0	1
Flight Conducted Under -14 CFR 137	NOI	NE P	ass 0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - GRUMMAN G-164A		- P & W R-985-AN1				
Landing Gear - TAILWHEEL-ALL FIXED		- 1		Stall Warn	ing Syste	em - YES
Max Gross Wt - 4500		- RECIPROCATING-CAR	RBURETOR			
No. of Seats - 1	Rated Power	- 450 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		oint	OFF A	IRPORT/STR	ΙP	
Method - N/A Completeness - N/A	UNK/NR Destination			Data		
Basic Weather - VMC	LOCAL		Airport	Data		
Wind Dir/Speed- 135/012 KTS	LUCAL		Punwa	y Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace			y Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONF		y Surface		TURF
Lowest Ceiling - NONE	Type of Clearance			•	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg			.,	SOFT	
Precipitation - NONE	,, , , , <u>, , , , , , , , , , , , , , ,</u>					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 36	Medical Certif			VAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F	light Time (			
COMMERCIAL	Current - YES Months Since - 12	S Total	- 3069	Last 2	24 Hrs -	UNK/NR
SE LAND			- 1845			
	Aircraft Type - UN	K/NR Instrument	:- 11	Last 9	0 Days-	UNK/NR
Instrument Rating(s) - NONE						
-Narrative						
PLT LANDED IN THE FIELD HE WAS SPRAYING T	O TELL THE FLAGMAN HE WA	AS QUITTING FOR THE	DAY. DURING	LANDING RO	DLL THE	
HT MAIN GEAR DUG INTO THE SOFT DIRT AND TH					·	
=						

File No. - 295 2/10/84 HEIDENHEIMER,TX A/C Reg. No. N5407 Time (Lc1) - 1645 CST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----Probable Cause----

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

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

File No 282 2/15/84 PRESI	DIO,TX	A/C Reg. I	No. N3PN	7	Time (Lc1)	) - 1240 (	CST
Type of OperationPRSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION)	Aircraft Dar DESTROYED Fire ON GROUND	nage Crew Pass		Ing Serious 1 1	juries s Minor O 4	0
Aircraft Information Make/Model - PIPER PA-31P Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6500 No. of Seats - 6		, ,	TUEL INJECTED	S	Stall Warr	d/Activate	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/015 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	UNK/NR Destination PRECIDIO ATC/Airspace	o,TX e light Plan - NOM learance - NOM /Lndg - STM FUI		Airport OFF AI Airport E Runway Runway Runway Runway	Proximity RPORT/STF Data / Ident / Lth/Wid	/ RIP - 11 - 4000/ - GRASS/	/ 75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND	Age - 62 Biennial Flight Current Months Since Aircraft Typ	Review - NO = - 26 De - UNK/NR	ical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ht Time (H 3207 500 549	lours) Last Last	-WAIVERS/L 24 Hrs - 30 Days- 90 Days-	3
Instrument Rating(s) - AIRPLANENarrative DURING A X-COUNTRY FLT THE PLT COULD NOT LOCA ACCOMPLISHED AND HE DECIDED TO GO ON TO HIS D REALIZED HE WAS RUNNING OUT OF FUEL. AFTER SW WAS ONLY ABOUT 3 MILES FROM HIS DESTINATION H DIRECTLY BELOW HIM. HE FORCED THE ACFT DOWN A NOT STOP ON THE RWY AND OVERRAN INTO A DIRT B AIRBORNE FOR 700 MORE FT BEFORE IMPACTING AND A FIRE DEVELOPED IN THE LEFT WING AND CONSUME LEFT ENGINE. THE PLT STATED THAT THERE WERE N	ESTINATION WITH T ITCHING TO CROSSF E DECIDED TO LAND ND LANDED DOWNWIN ANK AND A FENCE. TUMBLING. THE ACD D MOST OF THE ARE	THE FUEL REMAINS FEED NORMAL ENGS OON A 4000 FT C NO AT HIGH SPEED THE LANDING GEA CFT CAME TO REST EA IN THE VICINS	NG. ENROUTE HENE OPERATION OURT AGRICULTU OURT ABOUT MIDWAY OURT WAS KNOCKED OURT INVERTED ABOUT HE LEF	IS RIGHT E WAS RESTOR RAL AIRSTR DOWN THE OFF AND T UT 825 FT	NGINE COL PED. EVEN PIP WHICH RWY. THE THE ACFT E PAST THE	THOUGH HE HE SAW ACFT DID BECAME DIRT BANK	<b>:</b>

File No. - 282 2/15/84 A/C Reg. No. N3PN PRESIDIO.TX Time (Lc1) - 1240 CST LOSS OF POWER(PARTIAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 5. REFUELING - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND Occurrence #3 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 7. WEATHER CONDITION - TAILWIND 8. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 9. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 10. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 11. WRONG RUNWAY - SELECTED - PILOT IN COMMAND Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 12. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,8,9,10,11 Factor(s) relating to this accident is/are finding(s) 1.7.12

Basic Information Type Operating Certificate-NONE (GENER		ft Damage		Inju		
Type of Operation -EXECUTIVE/C Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	ORPORATE Fire NONE	ANTIAL Cre Pas		Serious O O	Minor 1 5	None 0 0
-Aircraft Information Make/Model - PIPER PA-31 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6500 No. of Seats - 6	Eng Make/Model - L Number Engines - Engine Type - R Rated Power -	2	S	Installed// tall Warnin		
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- UNK/NR Visibility - 1.000 SM Lowest Sky/Clouds - Lowest Ceiling - 300 FT OBSO Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DARK)	DALLAS,TX Destination BROWNSVILLE,TX  ATC/Airspace Type of Flight Plan CURED Type of Clearance	- UNK/NR	OFF AI Airport D BROWNS Runway Runway Runway	VILLE INT'I Ident Lth/Wid Surface	L - 13R - 7400/	150
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND  Instrument Rating(s) - AIRPLANE	Age - 62 Biennial Flight Review Current - YES Months Since - UNK/N Aircraft Type - UNK/N	Total - R Make/Model-	ght Time (H 9376 9370 1050	lours) Last 24	4 Hrs - Days- UN	2

File No. - 283 2/16/84 BROWNSVILLE, TX A/C Reg. No. N7415L Time (Lc1) - 1850 CST

Occurrence #1 Phase of Operation IN FLIGHT ENCOUNTER WITH WEATHER

MANEUVERING

#### Finding(s)

1. WEATHER CONDITION - LOW CEILING

- 2. PREFLIGHT BRIEFING SERVICE NOT USED PILOT IN COMMAND
- 3. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 4. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND

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

#### Finding(s)

5. WEATHER CONDITION - FOG

- IFR PROCEDURE IMPROPER PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND
- 8. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 9. MISSED APPROACH DELAYED PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2,3,4,6,7,8,9$ 

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

File No 320 2/16/84 ACUFF	,TX A/0	C Reg. No. N49	26	Т	ime (Lc1)	- 1215 CST	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBS		Crew Pass	Fatal O O	Inju Serious O O		None 2 0
Accident Occurred During -LANDING 							
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	3			S	Installed/ tall Warni		
Environment/Operations Information Weather Data	Itinerary		Λ	irport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING  Method - N/A		int	^		RPORT/STRI	P	
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Αi	rport Da	ata		
Wind Dir/Speed- 315/005 KTS						- N/A	
Visibility - 30.0 SM	ATC/Airspace	NONE		,		- N/A - N/A	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight Pla Type of Clearance Type Apch/Lndg	- NONE	ND I NG		•	- N/A	
Personnel Information Pilot-In-Command	Age - 27	Medical Cer	tificate	- VALID	MEDICAL-W	AIVERS/LIM	 IT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight		ours)		
COMMERCIAL,CFI SE LAND,ME LAND	Current - YES Months Since - 3 Aircraft Type - UNK,	Make/Mo	odel~ 5 nent-	88	Last 2 Last 3 Last 9	O Days- UN	2 K/NR 98
Instrument Rating(s) - AIRPLANE							
Narrative HE CFI SIMULATED AN ENGINE FAILURE DURING FL SPOND. THE CFI MADE A FORCED LANDING IN A P VEALED NO ENG PROBLEMS, EXCEPT THE #1 CYLIN IDICATIONS OF BURING DIL.	LOWED FIELD AND THE ACFT	NOSED OVER IN	THE SOFT	FURROWE	D DIRT. AN	EXAM	

File No. ~ 320 2/16/84 ACUFF, TX A/C Reg. No. N49126 Time (Lc1) - 1215 CST Occurrence #1 LOSS OF POWER Phase of Operation APPROACH Finding(s) 1. UNDETERMINED 2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI) 3. GO-AROUND - ATTEMPTED -4. GO-AROUND - NOT POSSIBLE -Occurrence #2 FORCED LANDING Phase of Operation LANDING Occurrence #3 NOSE OVER LANDING - ROLL Phase of Operation Finding(s) 5. TERRAIN CONDITION - SOFT 6. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 5,6

File No 285 2/20/84	BASTROP,TX	A/C Reg. No. N15043 Time (Lcl) - 1715 CST					
Basic Information Type Operating Certificate-NONE (GI	ENERAL AVIATION)				Injur		
		SUBSTANTI		Fatal			None
Type of Operation -PERSONAL		Fire	Crew		O	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	91	IN FLIGHT	Pass	0	0	0	0
Aircraft Information		,					
Make/Model - PIPER PA-28-140			ING 0-320-E2A		Installed/A		
Landing Gear - TRICYCLE-FIXED			DOGATING GARRIE		tall Warnin	g System	- YES
Max Gross Wt - 2050 No. of Seats - 2	Rated Pow		ROCATING-CARBUR O HP	ETUR			
Environment/Operations Information					D		
Weather Data	Itinerary	stune Deimt			Proximity RPORT/STRIP		
Wx Briefing - NO RECORD OF BRIE  Method - N/A	· ·	ture Point		UFF AI	KPURI/SIRIP		
Method - N/A Completeness - N/A	JACKSONV Destination			Airport D	2+2		
Basic Weather - VMC	PLEASANT			Amport D	ala		
Wind Dir/Speed- 010/012 KTS	I ELASANI	ON, TX		Punway	Ident -	06	
	ATC/Airspace	<u>.</u>			Lth/Wid -		
Lowest Sky/Clouds - 3000 FT			ONE		Surface -		
	OVERCAST Type of C1					N/A	
Obstructions to Vision- NONE	Type Apch/						
Precipitation - NONE	, , , , , , , , , , , , , , , , , , ,	J					
Condition of Light - DAYLIGHT							
Personnel Information	4		dical Certifica	+- VAL TD	MEDICAL NO	WATVEDC/I	TMTT
<pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>	Age - 30 Biennial Flight	Poviou	dical Certifica	ht Time (H		WAIVERS/I	_ 1 M 1 1
PRIVATE	Current	- UNK/NR	Total -			Hrs - UN	c/ND
SE LAND		- UNK/NR - UNK/NR		60	Last 24	Davs- UN	
SE LAND		e - UNK/NR		2	Last 90	Days-	40
Instrument Rating(s) - NONE							
Narrative IE ENGINE LOST POWER AND THE PLT NOTICE ICAL HIGHWAY. EXAMINATION REVEALED THAT IT GASES MELTED A ROCKER BOX OIL DRAIN I	THE EXHAUST PIPE WAS	DISCONNECTED	FROM THE MUFFLE	R AND THE			
GINE FAILURE. PIPER AD 70-16-05 ADDRES! CLUDE LATER MODEL ACFT IN THE AD.							

File No 2	85 2/20/84 	BASTROP,TX	A/C Reg. No. N15043	Time (Lc1) - 1715 CST
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE CRUISE - NORMAL	NT/SYSTEM FAILURE/M	ALFUNCTION	
Finding(s) 1. EXHAUST SYSTEM, 2. MAINTENANCE,I 3. EXHAUST SYSTEM,	NSPECTION OF AIRCR STACK - LEAK	•	OTHER MAINTENANCE PSNL	·
Occurrence #2 Phase of Operation	FIRE CRUISE - NORMAL			
Finding(s) 4. FLUID,OIL - BUR 5. IGNITION SYSTEM	, IGNITION LEAD - B	URNED		
Occurrence #3 Phase of Operation		TAL) - MECH FAILURE	/MALFUNCTION	
Finding(s) 6. EXHAUST SYSTEM				
Occurrence #4 Phase of Operation	LANDING - FLARE/			
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 4,5		

Type Operating Certificate-NONE (GENERA	L AVIATION) Aire	craft Damage		In	juries	
		STROYED	Fat			
Type of Operation -PERSONAL	Fire	-		0 1	0	0
Flight Conducted Under -14 CFR 103 Accident Occurred During -TAKEOFF	NOI	NE P	ass	0 0	U	U
Aircraft Information						
Make/Model - VAMPIRE SATALAR	Eng Make/Model	- SOLO UNKNOWN		ELT Installe	d/Activate	:d - N0 -N
Landing Gear - UNK/NR		- 1	DURETOR	Stall War	ning Syste	m - NO
Max Gross Wt - UNK/NR No. of Seats - 1	Engine Type Rated Power	- RECIPROCATING-CAR - 20 HP	ROKETOR			
NO. OF Seats - I	Rated Power	- 20 MP				
Environment/Operations Information	Things		A	ant Doorderit		
Veather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Po	sin+		ort Proximity AIRPORT	У	
Method - N/A	PEARLAND.TX	Jint	UN	AIRPURI		
Completeness - N/A	Destination		Airpo	rt Data		
Basic Weather - VMC	LOCAL			ARLAND		
Wind Dir/Speed- 360/005 KTS				nway Ident		
Visibility - 10.0 SM	ATC/Airspace			nway Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight P			nway Surface		
Lowest Ceiling - NONE	Type of Clearance		Ru	nway Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 33	Medical Certif				
Certificate(s)/Rating(s)	Biennial Flight Review		light Time			,
	Current - N/				24 Hrs -	•
	Months Since - N/	A Make/Model A Instrument	- 1		30 Days- 90 Days-	
	Aircraft Type - N/	A Instrument	- 0	Last	90 Days-	1
Instrument Rating(s) - NONE						
Jarrative						
CFT DEPARTED THE PEARLAND ARPT, CLIMBED	TO ABOUT 150 FEET AGE	ENTERED A LEET TURN	STALLED	AND CRASHED	THROUGH T	HF
ROOF OF A HANGAR. THE PLT STATED HE WAS						

2/21/84 A/C Reg. No. NONE Time (Lc1) - 1810 CST File No. - 289 PEARLAND, TX Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. MANEUVER - INITIATED - PILOT IN COMMAND 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND 3. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 4. OBJECT - AIRPORT FACILITY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

File No 279 2/25/84 LONGV	IEW, TX A/C	Reg. No. N2491N	T 	ime (Lc1)	- 1740 CST	
-Basic Information Type Operating Certificate-AIR CARRIER		ft Damage		Inju		
Time of Operation DEDCOMAL		ANTIAL	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	_	0	0	1
Accident Occurred During -LANDING	NONE	F 435	V	O	O	,
-Aircraft Information		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~				
Make/Model - CESSNA 140	Eng Make/Model - (	ONTINENTAL C85-12	ELT	Installed/	Activated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warni	ng System	- YES
Max Gross Wt - 1450 No. of Seats - 2	Engine Type - F Rated Power -	ECIPROCATING-CARBUR 85 HP	ETUR			
NO. Of SeatS - 2	Rated Power -	אח כא				
-Environment/Operations Information	* 1 / 2 - 2 - 2 - 2			D		
Weather Data  Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poir	·+	ON AIR	Proximity		
Method - N/A	SAME AS ACC/INC		ON AIR	FURI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		EAST S			
Wind Dir/Speed- 155/010 KTS				Ident		
Visibility - 30.0 SM	ATC/Airspace				- 2400/	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				- GRASS/TU	₹F
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status	- DRY	
Precipitation - NONE	Type Apch/Endg	FULL STOP				
Condition of Light - DAYLIGHT		1022 3101				
-Personnel Information						
Pilot-In-Command	Age - 20	Medical Certifica			O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)	4 11	
STUDENT	Current - N/A Months Since - N/A	Total -	97	Last 2	4 Hrs -	1 (/ND
	Aircraft Type - N/A	Total - Make/Model- Instrument-	82 5	Last 3	O Days- UN	6 F
	ATTOTALL Type 147A	Tris tr dilicirt	J	Last s	o bays	J
Instrument Rating(s) - NONE						
-Narrative						
PLT LANDED IN AN ROUGH SURFACE OVERRUN AR	EA MARKEN BY PAINTEN TIDES	AS UNUSABLE THE P	TGHT MAIN	GEAR COLLA	PSFD	
ER TOUCHDOWN AND THE ACFT SLID TO A STOP.  IDENT.						
<del></del>						

File No. - 279 2/25/84 LONGVIEW,TX 

Occurrence #1 UNDERSHOOT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- IMPROPER USE OF FACILITY, VISUAL/AURAL PERCEPTION PILOT IN COMMAND
- 3. PROCEDURES/DIRECTIVES NOT UNDERSTOOD PILOT IN COMMAND
- 4. IMPROPER USE OF PROCEDURE, TOTAL PILOT IN COMMAND
- 5. PROPER TOUCHDOWN POINT NOT ATTAINED PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD

7. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,4,5$ 

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

File No 287 3/06/84 FORT	WORTH,TX	A/C Reg. No	. N777RG	Time (Lc1) - 1053 CST			
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	·	Aircraft Dama DESTROYED Fire NONE	ge Crew Pass	Fatal O O	Injur Serious O O	ries Minor O O	None 2 O
Aircraft Information Make/Model - PIPER PA-23-250 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200 No. of Seats - 6	Number Er	/Model - LYCOMING ngines - 2 ype - RECIP-FU wer - 250 H	EL INJECTED		Installed/ <i>I</i> tall Warnir		
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/007 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	FT. WORT Destination LOCAL ATC/Airspace Type of Fi	TH,TX n e light Plan - NONE learance - NONE		OFF AI Airport D MEACHA Runway Runway Runway	M FIELD Ident - Lth/Wid - Surface -	· N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND,ME LAND	Age - 22 Biennial Flight Current Months Since Aircraft Typ	Review - YES T = - 7 M be - UNK/NR I	otal -	nt Time (H 581		Hrs - Days- UN	6
Instrument Rating(s) - AIRPLANE							
THE ACFT MADE A FORCED LANDING IN AN OPEN FIE DURING A TOUCH AND GO LANDING. THE CFI ABOARD TO THE LAST APPROACH OR THE ONE BEFORE AND DI SELECTOR WAS ON THE INBOARD TANK. THE RIGHT SEMERGENCY THE LANDING GEAR WAS NOT RETRACTED FEATHERED AND A TURN OF 145 DEGREES WAS MADE MILES AHEAD. THE ACFT LANDED GEAR DOWN AND FL PROPERLY POSITIONED AFTER THE ACCIDENT AND THE	SAID HE HAD POST D NOT TOUCH THEM ELECTOR WAS POST A RIGHT ENGINE RE INTO THE "DEAD" E APS UP. BOTH MAIN	ITIONED THE FUEL AGAIN. POST ACCI IIONED TO OFF AND ESTART WAS NOT AT ENGINE. A RWY ALI N GEAR SEPARATED	TANK SELECTON DENT INVESTION THE CROSSFENTEMPTED. THE GNED WITH THION ON LANDING. N	R TO THE I GATION SHO' ED CONTROL RIGHT ENG E TAKEOFF I WHEN THE F	NBOARD TANK WED THE LEF WAS OFF. D INE WAS NOT RWY WAS LES UEL SYSTEM,	S PRIOR T DURING THE S THAN 3	

File No. - 287 3/06/84 FORT WORTH, TX A/C Reg. No. N777RG Time (Lc1) - 1053 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND(CFI) 2. EMERGENCY PROCEDURE - NOT USED - PILOT IN COMMAND(CFI) 3. EMERGENCY PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND(CFI) 4. JUDGEMENT - POOR - PILOT IN COMMAND(CFI) 5. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND(CFI) Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. JUDGEMENT - POOR - PILOT IN COMMAND(CFI) 7. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND(CFI) PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND(CFI) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,4,5,6,7,8$ 

PAGE 329

Basic Information Type Operating Certificate-NONE (GENERA	ating Certificate-NONE (GENERAL AVIATION) Aircraft Damage			Injur	ies	
		BSTANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire			0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NON	NE Pas	ss O	O	O	O
Aircraft Information				·		
Make/Model - MARTIN AM-1 (MAULER)		- P_& W R-4360		Installed/A		
Landing Gear - UNK/NR Max Gross Wt - 38500	Number Engines	- 1 - RECIPROCATING-CARBU		Stall Warnin	g System	- UNK/N
No. of Seats - 1	Rated Power		RETOR			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Po SAME AS ACC/INC		ON AIR	RPORT		
Completeness - N/A	Destination	•	Airport D	nata		
Basic Weather - VMC	LOCAL		•	ND COUNTRY		
Wind Dir/Speed- 350/005 KTS				/ Ident -	35	
Visibility - 20.0 SM	ATC/Airspace			/ Lth/Wid -		40
Lowest Sky/Clouds - CLEAR	Type of Flight Pi			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance		Runway	Status -	DRY	
Precipitation - NONE	Type Apch/Lndg	- NONE				
Condition of Light - DAYLIGHT		•				
Personnel Information						
Pilot-In-Command	Age - 45	Medical Certific			IVERS/LIM	IT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES		ight Time (F		Hrs -	1
SE LAND, ME LAND	Months Since - 8	Make/Model-	1	Last 30	Davs- UN	K/NR
· · · · · · · · · · · · · · · · ·	Aircraft Type - UNK	K/NR Instrument-	17	Last 90	Days-	12
		Multi-Eng -	1220			
Instrument Rating(s) - NONE						
Narrative				· <del></del>		
PLT WAS MAKING A TAKEOFF IN THIS LARGE SI						
	FUNCTIONED. THE ACFT VEE	THEN OFF THE SIDE OF	THE DWY THE	OLICH A FENC	E AND	

File No. - 303 3/31/84 LUBBOCK,TX A/C Reg. No. N5586A Time (Lc1) - 1400 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND 4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF Finding(s) 5. OBJECT - FENCE OBJECT - ANIMAL(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5.6

File No 288 4/11/84 PAPAL 	OTE,TX A/C	Reg. No. N19557	T 	ime (Lc1) -	· 1745 CST	
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircr SUBS	Injuries Fatal Serious Minor N				
Type of Operation -INSTRUCTIONA	-		_	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - CESSNA 150		CONT MOTOR 0-200-A		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnir	ng System -	YES
Max Gross Wt - 1600 No. of Seats - 2		RECIPROCATING-CARBUI	RETUR		•	
No. or Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	UNK/NR			
Method - N/A	BEEVILLE, TX		A 1			
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 135/010 KTS	SAME AS ACC/INC		Dunie	Ident -	UNK/NR	
Visibility - 25.0 SM	ATC/Airspace				UNK/NR	
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE			UNK/NR	
Lowest Ceiling - NONE	Type of Clearance				UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg		nai i way	514140	O,	
Precipitation - NONE	Type Apolly Ellag	Oracy race				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 28	Medical Certifica	ate - VALID	MEDICAL-WA	TVFRS/LIMI	Т
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			•
STUDENT	Current - N/A	Total -	-		Hrs -	2
0.002	Months Since - N/A	Make/Model-	51	Last 30	Days- UNK	/NR
	Aircraft Type - N/A	Instrument-	1	Last 90	Days-	3
Instrument Rating(s) - NONE						
Nonetive						
Narrative E ACFT COLLIDED WITH A POWERLINE WHILE MAKI	NG A LOW PASS OVER A LOCA	I RESIDENCE DURING	A SOLO TRATI	NING FIT T	HE PLTS	
COMMENDATION FOR PREVENTION IS TO "USE COMM		E RESIDENCE BORING	. COLO TRAIT			
COMMENSATION FOR TREVERSION IS TO USE COMM	on Jenje.					

4/11/84 A/C Reg. No. N19557 Time (Lc1) - 1745 CST File No. - 288 PAPALOTE, TX Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND 4. JUDGEMENT - POOR - PILOT IN COMMAND 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 6. LOW PASS - PERFORMED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,3,4,5,6

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

<pre>-Basic Information Type Operating Certificate-NONE (GENER)</pre>	AL AVIATION) Aircra	ft Damage		Injur	ies	
		ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre		0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	1	1
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - PIPER AEROSTAR 601P	Eng Make/Model - L			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			Stall Warnir	ng Syster	n - NO
Max Gross Wt - 6000	Engine Type - R					
No. of Seats - 6	Rated Power -	290 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Poin	t	ON AIF	RPORT		
Method - TELEPHONE	SAME AS ACC/INC					
Completeness - FULL	Destination		Airport [			
Basic Weather - IMC Wind Dir/Speed- CALM	LAS VEGAS,NV			NATIONAL.	0.45	
Visibility - 1.000 SM	ATC/Airspace			/ Ident - / Lth/Wid -	34R	450
Lowest Sky/Clouds -	Type of Flight Plan	_ TED		/ Ltn/wid - / Surface -		150
	CURED Type of Clearance			/ Status -		DDV
Obstructions to Vision- SMOKE	Type Apch/Lndg		Kanway	Jacas	314011	DKT
Precipitation - SNOW	1,40 ,40,1, 2,109					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 47	Medical Certific	ate - VALIC	MEDICAL-NO	WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F			
ATP	Current - YES	Total -	12500	Last 24	Hrs - l	JNK/NR
SE LAND, ME LAND	Months Since - 2 Aircraft Type - UNK/N	Make/Model-	<b>32</b> 0	Last 30 Last 90	Days- l	JNK/NR
	Aircraft Type - UNK/N	R Instrument-	8240	Last 90	Days-	185
Instrument Rating(s) - AIRPLANE						
Manuskins						
Narrative ACFT CRASHED SHORTLY AFTER TAKEOFF IN IMO	WEATHER INVESTIGATION DE	TALED THAT FOLLOW	TNC A DICT	ACTION FROM	ı	
BIN DOOR BEING LEFT AJAR, COUPLED WITH SO					I	
	ILIU IEK ELIGHI CONDITTUNS,	KEOULIED IN THE A	OLI ENIEKTI	NG A STALL		

File No. - 221 1/05/84 SALT LAKE CITY, UT A/C Reg. No. N234AD Time (Lc1) - 0950 MST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. DOOR, EXTERIOR CREW - UNLOCKED 2. CHECKLIST - INADEQUATE - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND 4. WEATHER CONDITION - FOG 5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND 6. WEATHER CONDITION - SNOW 7. STALL - INADVERTENT - COPILOT 8. SUPERVISION - INADEQUATE - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation TAKEOFF - INITIAL CLIMB ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2.3.5.7.8$ 

Factor(s) relating to this accident is/are finding(s) 1.4.6

File No 387 2/17/84	DUCHESNE, UT	A/C Reg. N	Time (Lc1) - 0900 MST				
-Basic Information							
Type Operating Certificate-ON-DEM	AND AIR TAXI	Aircraft Dam			Inju		
Name of Carrier -FBN LE	ASING COMPANY	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -NON SC Flight Conducted Under -14 CFR	HED,DOMESTIC,CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR	135	NONE	Pass	0	0	0	0
Accident Occurred During -LANDIN	G - ROLL 						
-Aircraft Information							
Make/Model - CESSNA T-210		odel - CONTINE	NTAL TSID-520-		installed/		
Landing Gear - TRICYCLE-RETRACTA				S1	all Warnir	ng System	~ YES
Max Gross Wt - 3400		e - RECIP-F					
No. of Seats - 4	Rated Powe	r - 310	HP 				
-Environment/Operations Information-							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BR	•			ON AIR	PORT		
Method - N/A	SALT LAKE	CITY,UT					
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	SAME AS A	CC/INC		DUCHES			
Wind Dir/Speed- UNK/NR	_					- UNK/NR	
Visibility - 4.000 SM	ATC/Airspace				Lth/Wid ·		60
Lowest Sky/Clouds - UNK/NR		ght Plan - VFR			Surface		
Lowest Ceiling - UNK/NR		arance - NON		Runway	Status -	ROUGH	
Obstructions to Vision- NONE	. Type Apch/L	ndg - TRA	FFIC PATTERN				
Precipitation - NONE	-						
Condition of Light - DAYLIGH	 						
-Personnel Information							
Pilot-In-Command	Age - 34		cal Certificat			) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight F			t Time (Ho			
ATP			Total -			Hrs -	4
SE LAND, ME LAND	Months Since		Make/Model-			Days- UN	
GLIDER	Aircraft Type		Instrument- UN			Days-	
			Multi-Eng -	1100	ROTORCI	aft - UN	K/NK
Instrument Rating(s) - AIRPL	ANE						
-Narrative							
ACFT DEPARTED THE SIDE OF THE RWY D	LIPTING THE LANDING POLL	THE DIT STATED	THAT HE COULD	NO DETERM	ITNE WHERE	THE	
TER OF THE RWY WAS DUE TO ABOUT 2 IN							
	CITED OF FREDITAINON, IDE						

File No. - 387 2/17/84 DUCHESNE,UT A/C Reg. No. N6479N Time (Lc1) - 0900 MST

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

- 1. OBJECT SNOWBANK
- 2. LEVEL OFF NOT MAINTAINED PILOT IN COMMAND
- 3. WEATHER CONDITION WHITEOUT

----Probable Cause----

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

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

File No 309	2/26/84	SALT LAKĘ	CITY,UT	A/C Reg.	No. N54KS		Time (Lc1) - UNK/NR			
Basic Information										
Type Operating Certific	ate-NONE	(GENERAL AVI	ATION)	Aircraft D	amage			Inju	^ies	
				DESTROYED	<b>†</b>		Fatal	Serious	Minor	None
Type of Operation	-PERSON	NAL		Fire	1	Crew	1	0	0	0
Flight Conducted Under	-14 CF	R 91		NONE		Pass	0	0	0	0
Accident Occurred Durir										
Aircraft Information										
Make/Model - KEITH A	SMITH KR	-2	Eng Make/Mo	del - VOLKS	WAGEN 1835		ELT	Installed/	Activated	- NO -N/
Landing Gear - TAILWHE	EL-RETRAC	TABLE MAINS						tall Warni	ng System	- YES
Max Gross Wt - 900			Engine Type	- RECIP	ROCATING-CA	RBURETO	IR		•	
No. of Seats - 2			Rated Power	- 6	O HP					
Environment/Operations Ir	oformation	 								
Weather Data	ii oi macion		Itinerary			Δ	irport	Proximity		
	CORD OF BE		Last Departu	re Point				RPORT/STRI	<b>&gt;</b>	
Method - N/A	,cond or bi		WEST JORDA				J., A1	51117 51111		
Completeness - N/A			Destination	,01		Δi	rport D	ata		
Basic Weather - VMC			LOCAL				. po. c b	<b>~</b> • • • • • • • • • • • • • • • • • • •		
Wind Dir/Speed- 010/0	008 KTS		200/12				Runwav	Ident	- N/A	
Visibility - 20.	O SM		ATC/Airspace					Lth/Wid	•	
Lowest Sky/Clouds -			Type of Flic	ht Plan - N	IONE			Surface		
Lowest Ceiling	- NONE		Type of Clea				•	Status	* .	
Obstructions to Visio			Type Apch/Lr				,	0.10.10.0	,	
	- NONE		. , , , , , , , , , , , , , , , , , , ,	9	,					
Condition of Light		НТ								
Pilot-In-Command		Λαe	- 29	Me	dical Certi	ficate	- VALTO	MEDICAL-NO	NATVERS	/I TMTT
Certificate(s)/Rating(	· < )		nial Flight Re				Time (H		, WALVERS,	,
PRIVATE	•			- YES	Total			Last 24	1 Hrs -	2
SE LAND			Months Since			1-	5	Last 3	) Dave- III	
SE CAND			Aircraft Type		Instrumen	' + IINI∠/	ND	Last 30 Last 90	Days o	1
			All Clair Type	UNIX/ NIX	Multi-Eng	- UNK/	ND	Rotorci	raft - III	NK/ND
					Marti Eng	UNK	INK	KO COI CI	art o	INN/ INN
Instrument Rating(s	) - NONE		•							
-Narrative				:						_
ACFT COLLIDED WITH A MOUN										
CKAGE WAS CONFINED TO THE										
O OF ONE BLADE, AND NO ROTA										
K UNDER THE WRECKAGE WERE								•		
RIDGE WHICH FORMED A BOX O										
GINE HAD AN OVERHEAT PROBLE										
	EVDEDIENCE	E WITH DOWED	DIANTS DOST A	CCIDENT INS	PECTION SHOW	√FD THΔ	T THE M	IXTURE CON	rrol	
GINES. THE PLT HAD LIMITED										
GINES. THE PLT HAD LIMITED FERING ROD WAS NOTED TO HAN KTURE AT FULL RICH. THE PIS	/E ONLY HAL	LF OF THE ME	TERING ORFICE	OPEN AT FUL	L RICH MIXT	JRE. TH	IS WOUL	D CAUSE A I	_EAN	

File No 3	09 2/26/84	SALT LAKE CITY,UT	A/C Reg. No. N54KS	Time (Lc1) - UNK/NR
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/MALF	UNCTION	
•	DJUSTMENT - IMPROF E OF PROCEDURE,LAC ,PISTON - OVERTEMP			
Occurrence #2 Phase of Operation	FORCED LANDING MANEUVERING - TU	RN TO LANDING AREA (EMER	GENCY)	
Finding(s) 6. TERRAIN CONDITI 7. TERRAIN CONDITI		:		
	LOSS OF CONTROL MANEUVERING - TU	- IN FLIGHT RN TO LANDING AREA (EMER	GENCY)	
Finding(s)  8. WEATHER CONDITI  9. AIRSPEED - NOT  10. STALL/SPIN - IN	MAINTAINED - PILOT	IN COMMAND		
Occurrence #4 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT			
Finding(s) 11. TERRAIN CONDITI	ON - MOUNTAINOUS/H	ILLY		
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the P	robable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	/are finding(s) 3,6,7,8,	11	

File No 307 3/06/84 	TREMONTON, UT	A/C Reg. No. N					
Type Operating Certificate-AGR	ICULTURAL AIRCRAFT	Aircraft Damage			Injur		
Type of Operation -AER Flight Conducted Under -14 Accident Occurred During -MAN		SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Serious O O	Minor O O	None 1 0
-Aircraft Information Make/Model - CALLAIR A Landing Gear - TAILWHEEL-ALL Max Gross Wt - UNK/NR No. of Seats - 1	FIXED Number Engine	ake/Model - LYCOMING O- r Engines - 1 e Type - RECIPROCATI Power - 235 HP		St R	nstalled/Ad all Warning	g Syste	em - YES
-Environment/Operations Informati Weather Data Wx Briefing - NO RECORD OF Method - N/A Completeness - N/A	Itinerary BRIEFING Last De TREMO Destina	eparture Point DNTON,UT tion		irport P	roximity PORT/STRIP	- <b></b> -	
Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 30.0 SM Lowest Sky/Clouds - Lowest Ceiling - 1200 Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYL	Type of Type of Type Ap	oace f Flight Plan - NONE		Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A	
Personnel Information Pilot-In-Command			Certificate			WAIVER	S/LIMIT
Certificate(s)/Rating(s) COMMERCIAL SE LAND	Months S	ght Review - YES Tota ince - 13 Make Type - UNK/NR Inst	Model- UNK/	NR	Last 24 Last 30	Days-	UNK/NR
Instrument Rating(s) - NO	FIELD WHILE THE PLT \						
DING GEAR AND THE ACFT SLID TO A		AN . THE COLLISION WITH	I W KISE IM I	THE TILLD	TORE OF I		

File No. - 307 3/06/84 TREMONTON, UT A/C Reg. No. N8260H Time (Lc1) - 1000 MST Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. WEATHER CONDITION - CLOUDS 2. WEATHER CONDITION - HAZE 3. TERRAIN CONDITION - SNOW COVERED 4. WEATHER CONDITION - WHITEOUT 5. ALTITUDE - MISJUDGED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 7. TERRAIN CONDITION - RISING 8. CLEARANCE - MISJUDGED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 9. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,8

PAGE 341

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

Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Injur	ries	
		SUBSTANTIAL		Fatal	Serious	Minor	Non
Type of Operation -PERSONAL		Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - HILLER FH 1100		e1 - ALLISON 250-0	18BR		Installed/A		
Landing Gear :- SKID  Max Gross Wt :- 2750	Number Engin			S	tall Warnir	ng System	- NO
No. of Seats - 4	Rated Power	- TURBOSHAFT - 274 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A				ON AIR	PORT		
Completeness - N/A	SAME AS ACC Destination	/ INC		Airport D	2+2		
Basic Weather - VMC	LOCAL .				MUNICIPAL		
Wind Dir/Speed- CALM						UNK/NR	
Visibility - 100.0 SM	ATC/Airspace			Runway	Lth/Wid -	UNK/NR	
Lowest Sky/Clouds - CLEAR	Type of Fligh			,	Surface -	- •	RF
Lowest Ceiling - NONE	Type of Clear			Runway	Status -	WET	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lnd	g - UNK/NR					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 48	Medical Ce					
PRIVATE	Biennial Flight Rev Current -	UNIX /ND Tatal	•	nt Time (H	1+ 04	Hre -	2
SE LAND	Months Since -	UNK/NR Make/M	lode 1 -	8/1 37 NK/NR	Last 30	Da∨s- UN	
HELICOPTER	Aircraft Type -	UNK/NR Instru	ment- UN	NK/NR	Last 90	•	79
	•		Eng - UN		Rotorcr	aft -	508
Instrument Rating(s) - NONE							
Narrative							
ACFT WAS LANDED IN SOGGY TERRAIN AND THE	RIGHT SKID SANK INTO	THE SURFACE. ONE	OF THE C	OCCUPANTS	OF THE HELI	COPTER	

File No. - 273 3/16/84 PROVO,UT A/C Reg. No. N5042F Time (Lc1) - 1415 MST

Occurrence ROL Phase of Operation TAK

ROLL OVER

Finding(s)

1. TERRAIN CONDITION - SOFT

- 2. ROTORCRAFT FLIGHT CONTROLS IMPROPER USE OF PILOT IN COMMAND
- 3. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2,3$ 

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

<pre>-Basic Information Type Operating Certificate-NONE (GENERA</pre>	I AVIATION)	Aircraft D	amago		Injur	ios	
Type operating certificate Noise (GENERA	AVIATION)			Fatal	Serious		None
Type of Operation -PERSONAL		Fire	A'L Crew	0	0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0 0	0	2
Accident Occurred During -							
-Aircraft Information							
Make/Model - PIPER PA-28-140	Eng Make	e/Model - LYCOM	ING 0-320-E3D	ELT			
Landing Gear - TRICYCLE-FIXED	Number E	ngines - 1		S	tall Warning	g System	- YES
Max Gross Wt - 2016	Engine 1	Type - RECIP	ROCATING-CARBURE	TOR			
No. of Seats - 4	Rated Po	ower - 15	) HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Depa	arture Point		OFF AI	RPORT/STRIP		
Method - TELEPHONE Completeness - WEATHER NOT PERTINENT	SAME AS Destinatio			Airport Da	-+-		
Basic Weather - VMC		CANYON, AZ		SAN JU			
Wind Dir/Speed- 010/010 KTS	GRAIND C	ANTON, AZ			Ident -	16	
Visibility - 50.0 SM	ATC/Airspac	ce			Lth/Wid -		75
Lowest Sky/Clouds - CLEAR		light Plan - N			Surface -		
Lowest Ceiling - NONE		Clearance - N		Runway	Status -	ROUGH	
Obstructions to Vision- NONE	Type Apch	n/Lndg - Ul	NK/NR				
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Acc - 39	Ma	dical Certificat	a - VALTO	MEDICAL -WA	TVEDC/LIM	T T
Certificate(s)/Rating(s)	Age - 38 Biennial Flight	Review		it Time (Ho		IVERS/LIM	11
PRIVATE	Current	- YES	Total -	124	1ast 24	Hrs - UN	K/NR
SE LAND		ce - 10		21	Last 30	Days- UN	K/NR
		/pe - UNK/NR	Instrument- UN	IK/NR	Last 90	Days-	20
			Multi-Eng - UN	IK/NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - NONE							
PILOT DEPARTED UPHILL WITH A TAILWIND AT	NEAD CONSS WETCH	AT WITH A HIGH I	DENSITY ALTITUDE	THE ELT	THE WAS LATE	GETTING	
RTED & AN EXCESSIVE MAGNETO DROP WAS ATTRI							

File No. - 386 4/13/84 MONTICELLO,UT A/C Reg. No. N4FN Time (Lc1) - 1030 MST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

#### Finding(s)

- IGNITION SYSTEM, SPARK PLUG DIRTY(FOGGY)
- 2. WEATHER CONDITION TAILWIND
- 3. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 4. TERRAIN CONDITION UPHILL
- 5. PREFLIGHT PLANNING/PREPARATION POOR PILOT IN COMMAND
- 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPRENHENSION PILOT IN COMMAND
- 7. WRONG RUNWAY SELECTED PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-N	ONE (GENERAL A	VIATION) Airc	raft Damage			Injur	ies	
Type specialing series in	DITE (GENTERAL A		STANTIAL	Fa	tal	Serious		None
	NSTRUCTIONAL	Fire	(	Crew	0	0	1	0
Flight Conducted Under -1		NON	Ē (	Pass	0	0	0	0
Accident Occurred During -L.								
Aircraft Information								
Make/Model - CESSNA 150G		Eng Make/Model -						
Landing Gear - TRICYCLE-FIX	ED	Number Engines -			Sta	all Warning	g System	- YES
Max Gross Wt - 1600 No. of Seats - 2		Engine Type - Rated Power -	100 HP	RBURETUR				
Environment/Operations Informa Weather Data	t10n	Itinerary		Δir	port Pi	roximity		
Wx Briefing - UNK/NR		Last Departure Po	int		N AIRPO			
Method - UNK/NR		SAME AS ACC/INC						
Completeness - UNK/NR		Destination		Airp	ort Da	ta		
Basic Weather - VMC		LOCAL		-		TESVILLE		
Wind Dir/Speed- 310/008 KT							03	
Visibility - 25.0 SI		ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - CL		Type of Flight Pla				Surface -		
Lowest Ceiling - NO Obstructions to Vision- NO		Type of Clearance Type Apch/Lndg		H	unway :	Status -	DRY	
Precipitation - NOI		Type Apch/ Lndg	- FULL STUP					
Condition of Light - DA								
Personnel Information								
Pilot-In-Command	Ag	e - 27	Medical Certif	icate -	VALID N	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Вí	ennial Flight Review	ı	flight Ti	me (Hou	urs)		
STUDENT		Current - N/A	Total	- 18	}	Last 24	Hrs -	. 1
		Months Since - N/A	Total Make/Mode Instrumen	18		Last 30	Days- UN	IK/NR
		Aircraft Type - N/A	Instrument	t- UNK/NR		Last 90	Days-	18
			Multi-Eng	- UNK/NR		ROTORCE	aft - UN	IK/ NK
Instrument Rating(s) - U	JNK/NR							
Narrative	·,							
PLT REPORTED THAT HE STARTED TO								
HE CONTROLS AND INADVERTANTLY F	RAISED THE FLA	PS AFTER HE WAS ALREAD	Y LOSING ALTITUDE	. AFTER	TOUCHDO	OWN, THE AC	CFT	

File No. - 234 1/07/84 CHARLOTTESVILLE, VA A/C Reg. No. N2462J Time (Lc1) - 1658 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

Basic Information							
Type Operating Certificate-NONE (GEN	IERAL AVIATION)	Aircraft Damage		F-4-1	Injur	ies Minor	Nam
Type of Operation -PERSONAL		DESTROYED Fire	Crew	Fatal O	Serious O	0	None 1
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	ŏ	1	Ö
Accident Occurred During -APPROACH							
Aircraft Information							
Make/Model - PIPER PA-28-140	Eng Make/Mo	del - LYCOMING 0-32	O-E2A	ELT	Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150	Number Engi	nes - 1 ·   - RECIPROCATING	-CADBUDETO		tall Warning	g System	- YES
No. of Seats - 4	Rated Power		CARBURETO	ik .			
Environment/Operations Information							
Weather Data	Itinerary		A	irport	Proximity		
Wx Briefing - UNK/NR	Last Departu			ON AIR	PORT		
Method - UNK/NR	SAME AS AC	C/INC			_		
Completeness - UNK/NR	Destination		Ai	rport D			
Basic Weather - IMC Wind Dir/Speed- 090/010 KTS	LOCAL			HARBOR		15	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		100
Lowest Sky/Clouds -		ht Plan - NONE			Surface -		
Lowest Ceiling - OBSCURED		rance - NONE				UNK/NR	
Obstructions to Vision- FOG	Type Apch/Lr	dg - TRAFFIC P	ATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Aae - 23	Medical Ce	rtificate	- VALTD	MEDICAL-WA	TVFRS/LTM	тт
Certificate(s)/Rating(s)	Biennial Flight Re	view	Fliaht	Time (H	ours)		
PRIVATE	Current	- YES Total	- 3	00	Last 24	Hrs - UN	K/NR
SE LAND	Months Since	- 5 Make/M	ode1- UNK/	NR	Last 24 Last 30 Last 90	Days- UN	K/NR
	Aircraft Type	- UNK/NR Instru	ment- UNK/	NR	Last 90	Days- UN	K/NR
		Multi-	Eng - UNK/	NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - NONE							
 Narrative							
Narrative ACFT COLLIDED WITH TREES DURING AN APP	POACH TO LAND IN IMC 4	FATHED THE DIT HAD	TAKEN DEE	AROUT	10 MINUTES I	FADITED	
WHEN FOG ROLLED IN HE TRIED TO LAND. A							
ER VISIBILITY AND COLLIDED WITH TREES				· · -			

Factor(s) relating to this accident is/are finding(s) 1.3

is/are finding(s) 2,4,5

File No 360 3/04/84 FT. E	USTIS,VA A/C RO	eg. No. N5046N	Ti	me (Lc1) -	1300 EST	
Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAI Fire NONE	NTIAL Crew Pass	Fatal O O	0	Minor O O	None 1 1
Aircraft Information Make/Model - CITABRIA S-150 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 3	Eng Make/Model - Lyo Number Engines - 1 Engine Type - REo Rated Power -	CIPROCATING-CARBURE	ELT I St	nstalled/Ac all Warning	tivated	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 070/008 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		- VFR - VFR	Runway Runway	ORT ,	3000/ ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 30 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR	Medical Certificat Fligh Total - Make/Model- Instrument- UN Multi-Eng - UN	t Time (Ho 160 6 K/NR	urs) Last 24   Last 30   Last 90	Hrs - Days- Days-	1 2 20
Instrument Rating(s) - NONENarrative HE PLT REPORTED THAT HE MADE A SMOOTH LANDIN ING CAME UP AND THE RIGHT WING HIT THE RUNWA DLLAPSED. INVESTIGATION REVEALED THAT A CH-4 ANDING. OPERATIONAL STANDARDS WERE ISSUED RE ANDINGS FOLLOWING THE ACCIDENT.	Y. THE ACFT WENT OFF THE LEF 6 HELICOPTER HAD DEPARTED TH	FT SIDE OF THE RUNW HE RUNWAY APPROXIMA	AY AND THE TELY 1 MIN	RT MAIN GEA	AR	

File No. - 360 3/04/84 FT. EUSTIS, VA A/C Reg. No. N5046N Time (Lc1) - 1300 EST Occurrence #1 PROPELLER BLAST OR JET EXHAUST/SUCTION Phase of Operation LANDING - ROLL Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. DISTANCE - INADEQUATE - PILOT IN COMMAND Occurrence #2 GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 3. LANDING GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 3

File No 374 4/03/84 WOODBRI	DGE,VA A/C R	eg. No. N8415X	1	ime (Lcl) -	1630 EST	• 
Basic Information Type Operating Certificate-NONE (GENERAL		t Damage		Injur		
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire		rew O	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pa	ass O	0	0	0
Accident Occurred During -HOVER						
Aircraft Information						
Make/Model - ROBINSON R22A	Eng Make/Model - LY			Installed/A		
Landing Gear - SKID	Number Engines - 1			tall Warnin	ıg System	- NO
Max Gross Wt - 2350	Engine Type - RE		BURETOR			
No. of Seats - 2	Rated Power -	124 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIF	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport [			
Basic Weather - VMC	LOCAL		WOODBR		LINIX AND	
Wind Dir/Speed- 080/007 KTS	ATO / A 3 m = m = = =			Ident - Lth/Wid -	UNK/NR	
Visibility - 20.0 SM Lowest Sky/Clouds -	ATC/Airspace Type of Flight Plan	NONE		Surface -		IDE
Lowest Ceiling - 25000 FT BROKEN	, .				SOFT	KF
Obstructions to Vision- NONE	, ·	- NONE	Kuriway	Jiaius	301 1	
Precipitation - NONE	Type Aperly Endg	NONE				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command A	ge - 26	Medical Certif	icate - VALID	MEDICAL-WA	IVERS/LIM	1IT
	iennial Flight Review		light Time (F			
COMMERCIAL, CFI	Current - YES	Total -		Last 24		4
SE LAND, ME LAND, SE SEA	Months Since - 11		- 452	Last 30	Days- UN	
HELICOPTER	Aircraft Type - UNK/NR		- 80	Last 90	Days-	191
		Multi-Eng	- 6	Rotorcr	aft -	452
Instrument Rating(s) - AIRPLANE						
-Narrative						
CFI STATED THAT WHILE HOVERING WITH A PROSPI WARD ON THE CYCLIC CONTROL. THE INSTRUCTOR P						,

File No. - 374 4/03/84 WOODBRIDGE, VA A/C Reg. No. N8415X Time (Lc1) - 1630 EST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation HOVER Finding(s) 1. RELINQUISHING OF CONTROL - INTENTIONAL - DUAL STUDENT IMPROPER DECISION, EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND(CFI) 3. RELINQUISHING OF CONTROL - NOT CORRECTED - PILOT IN COMMAND(CFI) 4. CYCLIC - IMPROPER USE OF - DUAL STUDENT Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation HOVER Finding(s) 5. OBJECT - TREE(S) 6. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - DUAL STUDENT 7. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI) Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,4,6,7$ Factor(s) relating to this accident is/are finding(s) 5

File No 251 5/09/84 BU	CKINGHAM, VA	A/C Reg. No. N73	3787	Time (Lc1) - 1930 EDT				
-Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage			Injur	ies		
, , p = -p =		SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	2	
Accident Occurred During -APPROACH								
-Aircraft Information								
Make/Model - CESSNA 172N		lel - LYCOMING O-32						
Landing Gear - TRICYCLE-FIXED	Number Engir				tall Warnir	ng System	- YES	
Max Gross Wt - 2150		- RECIPROCATING	G-CARBURE	TOR				
No. of Seats † 4	Rated Power	- 180 HP						
-Environment/Operations Information								
Weather Data	Itinerary			•	Proximity			
Wx Briefing - NO RECORD OF BRIEF	· · · · · · · · · · · · · · · · · · ·			ON AIRS	STRIP			
Method - N/A	WASHINGTON,	DC						
Completeness - N/A	Destination			Airport Da				
Basic Weather - VMC	SAME AS ACC	:/INC			AIRPORT			
Wind Dir/Speed- 360/010 KTS	.=./					27	/	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds - CLEAR	Type of Fligh				Surface -		K F	
Lowest Ceiling - 9000 FT BI				Runway	Status -	DRY .		
Obstructions to Vision- NONE	Type Apcn/Lnc	lg - GO AROUND	,					
Precipitation - NONE Condition of Light - DAYLIGHT								
-Personnel Information Pilot-In-Command	A 0.0	Madical Ca		- VALTD	MEDICAL-NO	WATVEDC/	LIMIT	
Certificate(s)/Rating(s)	Age - 28 Biennial Flight Rev			t Time (Ho		WAIVERS/	LIMI	
PRIVATE				300	Last 24	Hne -	2	
SE LAND			lode1-	150	Last 30	) Davs- IINI	K/ND	
SE EAND	Months Since - Aircraft Type -	UNK/NR Instru	ment-	69	Last 90	Days-	35	
	All of all citype	2,100				,-		
Instrument Rating(s) - AIRPLANE								
-Narrative								
ACFT BOUNCED AND DRIFTED DURING THE LAI	INTING FLARE THE PLT AD	DED POWER TO GO-AR	טואס מאוח	WAS LINARI	E TO CLEAR	THE		
ES NEAR THE RWY.	DING FERRE. THE FET AD	DED TOWER TO GO AN	COND AND	011401	LE TO CLEAN			

File No. - 251 5/09/84 A/C Reg. No. N73787 BUCKINGHAM. VA Time (Lc1) - 1930 EDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 3. GO-AROUND - DELAYED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 4. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

File No 216 3/16/84 KEN	NEWICK, WA	A/C Reg.	No. N9328N	Т	ime (Lcl)	- 1630 PS	Т
-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Da	ımage		Inju	ries	
Type operating out the roate make (aging	ane arrantem,	SUBSTANTIA		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA A185F	Eng Make,	'Model - CONTIN	IENTAL IO-520-D		[nstalled/ <i> </i>		
Landing Gear - TAILWHEEL-ALL FIXED		ngines - 1		S	tall Warnir	ng System	- YES
Max Gross Wt - 3350		/pe - RECIP-					
No. of Seats - 6	Rated Pov	ver - 300	) HP 				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFI		ture Point		ON AIR	PORT		
Method - N/A	SAME AS						
Completeness - N/A	Destination	1		Airport Da	ata		
Basic Weather - VMC	LOCAL			VISTA	T -1 4	•	
Wind Dir/Speed- 100/009 KTS Visibility - 50.0 SM	ATC/Airspace			,	Ident ·	- 20	150
	ATTERED Type of Fi		NE		Surface -		150
Lowest Ceiling - 10000 FT BR		earance - NO				· DRY	
Obstructions to Vision- NONE		Lndg - To		Kuriway	Jtatus	UKI	
Precipitation - NONE	Type Apelly	Lindy 10	OCIT AND GO				
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 36	Mec	lical Certifica	te - VALID	MEDICAL -NO	NATVERS.	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (Ho			
PRIVATE	Current		Total -	•	Last 24	Hrs -	1
SE LAND	Months Since		Make/Model-	73	Last 30	Days- UN	NK/NR
	Aircraft Typ	e - UNK/NR	Instrument-	0	Last 90	Days-	. 7
	,					·	
Instrument Rating(s) - NONE							
-Narrative PLT WAS PERFORMING TOUCH AND GO LANDING 15 KTS.	S WHEN HE LOST CONT	ROL OF THE ACF	T AND GROUNDLO	OPED. THE N	VIND WAS GL	JSTING	

File No. - 216 3/16/84 KENNEWICK, WA A/C Reg. No. N9328N Time (Lc1) - 1630 PST

Occurrence

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

#### Finding(s)

- 1. TOUCH-AND-GO LANDING PERFORMED PILOT IN COMMAND
- 2. WEATHER CONDITION CROSSWIND
- 3. WEATHER CONDITION GUSTS
- 4. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 5. GROUND LOOP/SWERVE INADVERTENT PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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

Basic Information						_	
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9		NONE	Pass	Ö	Ö	Ö	Ö
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 180-A		Model - CONTINENTAL			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number En	gines - 1 pe - RECIPROCATI	NO CARRIDE	5.	tall Warnin	g System	- YES
Max Gross Wt - 2650 No. of Seats - 4	Rated Pow		NG-CARBURE	IUK			
Environment/Operations Information	-						
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIE	· · · · · · · - · · - · · · · ·			OFF AI	RPORT/STRIP		
Method - N/A	GARFIELD			4 : D.	- 4 -		
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport Da	ата		
Wind Dir/Speed- 270/011 KTS	LOCAL			Runway	Ident -	12	
Visibility - 25.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 4000 FT	SCATTERED Type of F1	ight Plan - NONE		Runway	Surface -	GRASS/TU	RF
Lowest Ceiling - 7000 FT				Runway	Status -	WET	
Obstructions to Vision- NONE	Type Apch/	Lndg - FULL ST	OP .			SOFT	
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Aae - 34	Medical	Certificate	= - VALTD	MEDICAL-NO	WATVERS/	ITMIT
Certificate(s)/Rating(s)	Biennial Flight I	Review	Flight	t Time (Ho		W/12 (2/10)	
STUDENT	Current	- N/A Tota	.1 -			Hrs -	1
	Months Since	- N/A Make	e/Mode1~	92	Last 30	Days- UN	K/NR
	Aircraft Type	e - N/A Inst	rument-	3	Last 90	Days-	32
Instrument Rating(s) - UNK/NR							
 Narrative		,					
Nailative		MIRED AND THE ACFT					

File No. - 249 4/03/84 GARFIELD, WA A/C Reg. No. N88666 Time (Lc1) - 1815 PST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - SOFT 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 3. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,3

Aircraft DESTROY Fire NONE  Make/Model - N/A ber Engines - N/A ine Type - UNK, ed Power - N/A ary Departure Point RLINGTON, WA nation UNT VERNON, WA	ED/NR	Crew Pass 	S-	Serious 0 0 	O O Activated ng System	
NONE  Make/Model - N/A ber Engines - N/A ine Type - UNK, ed Power - N/A  ary Departure Point RLINGTON, WA nation	/ /NR	Pass	O ELT : S:	O Installed/ tall Warni	O Activated ng System	O  - NO -N,
Make/Model - N/A ber Engines - N/A ine Type - UNK, ed Power - N/A ary Departure Point RLINGTON, WA nation	/ /NR	 Ai	ELT S	Installed/ tall Warni	Activated ng System	- NO -N,
ber Engines - N/A ine Type - UNK, ed Power - N/A ary Departure Point RLINGTON, WA nation	/NR		S-	tall Warni	ng System	
ber Engines - N/A ine Type - UNK, ed Power - N/A ary Departure Point RLINGTON, WA nation	/NR		S-	tall Warni	ng System	
ber Engines - N/A ine Type - UNK, ed Power - N/A ary Departure Point RLINGTON, WA nation	/NR		S-	tall Warni	ng System	
ine Type - UNK, ed Power - N/A ary Departure Point RLINGTON, WA nation	/NR		rport F	 Proximity		- UNK/NI
ed Power - N/A ary Departure Point RLINGTON, WA nation						
ary Departure Point RLINGTON, WA nation					P	
Departure Point RLINGTON, WA nation					Р	
Departure Point RLINGTON, WA nation					Р	
RLINGTON,WA nation			OLL ATI	KLOKI/ 21KT	P	
nation						
		۸ir	port Da	a t a		
			BARKER			
O					- 34	
rspace			Runway	Lth/Wid	- 2050/	100
of Flight Plan -	NONE		Runway	Surface	- GRASS/TU	JRF
			Runway	Status	- DRY	
Apch/Lndg ~	FORCED LANDI	NG _				
						/
38     					IU WAIVERS	LIMII
					1 Hre -	3
	Make/Mode	1 - ' '	4	Last 2	O Days- UN	_
ft Type - UNK/NR	Instrumen	t -	4	Last 9	O Days-	15
	e of Flight Plan - e of Clearance - e Apch/Lndg - 38 Flight Review nt - YES 6 Since - 3 aft Type - UNK/NR	e of Flight Plan - NONE e of Clearance - NONE e Apch/Lndg - FORCED LANDII  38 Medical Certi Flight Review nt - YES Total 6 Since - 3 Make/Mode aft Type - UNK/NR Instrumen	e of Flight Plan - NONE e of Clearance - NONE e Apch/Lndg - FORCED LANDING	e of Flight Plan - NONE Runway e of Clearance - NONE Runway e Apch/Lndg - FORCED LANDING   Residual Certificate - VALID Flight Review Flight Time (Heat - YES Total - 171 E Since - 3 Make/Model - 4 E Type - UNK/NR Instrument - 4	e of Flight Plan - NONE Runway Surface e of Clearance - NONE Runway Status e Apch/Lndg - FORCED LANDING   38 Medical Certificate - VALID MEDICAL-N Flight Review Flight Time (Hours) et - YES Total - 171 Last 2 e Since - 3 Make/Model - 4 Last 3 eft Type - UNK/NR Instrument - 4 Last 9	e of Flight Plan - NONE Runway Surface - GRASS/TU e of Clearance - NONE Runway Status - DRY e Apch/Lndg - FORCED LANDING

4/08/84 A/C Reg. No. N4450N Time (Lc1) - 1530 PST File No. - 366 MOUNT VERNON, WA Occurrence #1 MISCELLANEOUS/OTHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING Occurrence #3 OVERRUN Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #4 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

File No 334 4/14/84	KENT, WA A/C Reg	g. No. N1092L	T 1 	ime (Lc1) - 1	1010 PST	
-Basic Information		_				
Type Operating Certificate-NONE (G			F-1-1	Injurie		
Type of Operation -FERRY	SUBSTANT Fire		Fatal		Minor	None
Flight Conducted Under -14 CFR		Crew	_	0	1 0	0
Accident Occurred During -LANDING		Pass	0	O	O	0
accident occurred buring "Landing						
-Aircraft Information						
Make/Model - HUGHES 369D	Eng Make/Model - ALLI	SON 250-C20B	ELT I	nstalled/Act	ivated	- YES/N
Landing Gear - SKID	Number Engines - 1		St	all Warning	System	- NO
Max Gross Wt - 3000	Engine Type - TURB	OSHAFT		_	-	
No. of Seats - 4	Rated Power - 4	20 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport F	roximitv		
Wx Briefing - NO RECORD OF BRI				PORT/STRIP		
Method - N/A	PENDLETON, OR					
Completeness - N/A	Destination		Airport Da	ıta		
Basic Weather - VMC	SEATTLE, WA					
Wind Dir/Speed- 170/004 KTS	-,		Runwa∨	Ident - N	I/A	
Visibility - 70.0 SM	ATC/Airspace			Lth/Wid - N		
Lowest Sky/Clouds - 15000 FT	SCATTERED Type of Flight Plan -	NONE		Surface - N		
Lowest Ceiling - 20000 FT				Status - N		
Obstructions to Vision- NONE	Type Apch/Lndg -				,	
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT						
Personnel Information	A 212		- VAL TD	MEDICAL NO H	A TVEDC	/: TMTT
Pilot-In-Command	Age - 42 M	ledical Certifica Fligl Total -	te - VALID	MEDICAL-NO W	AIVERS/	LTMII
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review	Filgi	it lime (HC	urs)		
	Current - YES	Total -				4
SE LAND, ME LAND	Months Since - 22 Aircraft Type - UNK/NR	Make/Model-	505	Last 30 D	ays-	16
HELICOPTER	Aircraft Type - UNK/NR		300	Last 50 D	ays-	16
		Multi-Eng -	500	Rotorcraf	t -	6000
Instrument Rating(s) - AIRPLA	NE,HELICOPTER					
-Narrative						
PLT REQUESTED CLEARANCE TO TRANSIT T						
ARTING THE SEATTLE-TACOMA INTL ARPT &					OPTER	
H ABOUT 1 1/2 MI LATERAL SEPARATION &						
		THE AUTODOTATION	BUT DIMIN	ISHED DURING	THE	
ICOPTER ENCOUNTERED VIOLENT VORTEX TU CH TIME, THE ENG FLAMED OUT. THE TURB						
CH TIME, THE ENG FLAMED OUT. THE TURB T 100 TO 200 FT. THE PLT TRIED TO FLA	RE FOR A LANDING, BUT THE MAIN ROT	OR BLADES FLEXED				
CH TIME, THE ENG FLAMED OUT. THE TURB	RE FOR A LANDING, BUT THE MAIN ROT	OR BLADES FLEXED				

File No 3	34 4/14/84	KENT, WA	A/C Reg. No. N1092L	Time (Lc1) - 1010 PST
Occurrence #1 Phase of Operation		E ENCOUNTERED		
Finding(s) 1. TRAFFIC ADVISOR 2. SAFETY ADVISORY 3. PLANNING-DECISI	- ISSUED - ATC PE	RSONNEL(ARTCC) LOT IN COMMAND		
Occurrence #2 Phase of Operation	LOSS OF POWER(TO	TAL) - NON-MECHANICAL		
Finding(s) 4. FLUID,FUEL - ST	ARVATION			
Occurrence #3 Phase of Operation		TOUCHDOWN		
Finding(s) 5. AUTOROTATION -				
Occurrence #4 Phase of Operation	LANDING - FLARE/			
Probable Cause				
The National Transpo is/are finding(s) 3	rtation Safety Boa	rd determines that the I	Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	/are finding(s) 4		

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aimo	noft Domoso		Inju		
Type operating certificate-none (GENERAL	•	raft Damage STANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire			0	0	1
Flight Conducted Under -14 CFR 91	NON	E Pass	0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA C-172M		LYCOMING 0-320-E2D		Installed/		
Landing Gear: - TRICYCLE-FIXED Max Gross Wt - 2350	Number Engines -			tall Warnir	ng System	- YES
No. of Seats - 4		RECIPROCATING-CARBUR 150 HP	ETUR			
NO. 01 Seats; - 4	Rated Fower -	130 MP				
-Environment/Operations Information Weather Data	Ttipopopy		Ainmar+	Dnovimit		
Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Po	int	ON AIR	Proximity		
Method   - N/A	LOPEZ ISLAND.WA		ON AIR	FUKI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		PRIVAT			
Wind Dir/Speed- CALM	·		Runway	Ident ·	- 02	
Visibility - UNK/NR	ATC/Airspace			Lth/Wid ·		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			Surface ·		JRF
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status ·	- WET	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	A	Madiaal Contisian	+- VALTD	MEDICAL -NO	D WATVEDS	/
Certificate(s)/Rating(s)	Age - 47 Biennial Flight Review	Medical Certifica	te - VALID ht Time (H		J WAIVERS	LIMII
PRIVATE	Current - YES			Last 24	1 Hrs -	2
SE LAND	Months Since - 24					
	Aircraft Type - UNK,	/NR Instrument-	5	Last 30 Last 90	Days-	4
	,				·	
Instrument Rating(s) - NONE						
-Narrative						
ACFT NOSED OVER DURING LANDING AFTER THE	CCUPANTS HAD MISIDENTIE	TED THE LANDING AREA	TN A FARME	RS FIELD. I	DURING	

File No. - 241 4/14/84 WEST SOUND,WA A/C Reg. No. N12811 Time (Lcl) - 1315 PST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

----Probable Cause----

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

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

Type of Operation	Type Operating Certificate-AGRICULTURAL AIRCRAFT SUBSTANTIAL SUBSTANTIAL Fatal Serious Minor I Type of Operation -AERIAL APPLICATION Fine Crew 0 0 1 Flight Conducted Under -14 CFR 137 NONE Accident Occurred During -TAKEDFF  -Aircraft InformationMake/Model - P2L PROMADER PZL-M-18 Landing Gear - TAILWHEEL-ALL FIXED MAX Gross Wt - UNK/NR Max Gross	File No 342 4	/16/84 ROC	KFORD, WA	A/C R	eg. No. N2895	1	T	ime (Lc1)	- 1100 F	PST
SUBSTANTIAL	SUBSTANTIAL		te-AGRICULTURA	AL AIRCRAF	T Aircraf	t Damage			Inj	uries	
Flight Conducted Under	Fight Conducted Under							Fatal			n None
Accident Occurred During -TAKEOFF  -Aircraft Information Make/Model - PZL PROMADER PZL-M-18	Accident Occurred During -TAKEOFF  -Aircraft Information Make/Model - PZL PROMADER PZL-M-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 1 Rated Power - 600 HP  -Environment/Operations Information Weather Data Wx Briefing - NO RECCRD OF BRIEFING Completeness - N/A Basic Weather - WRC Wind Dir/Speed - 240/004 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Completing - 25000 FT OVERCAST Type of Clearance - NONE Condition of Light - DAYLIGHT  -Personnel Information Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SI AIRPLANE  -Name As A Complete - VALID MEDICAL-NO WAIVERS/LIMI SE LAND, ME LAND  Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI SE LAND, ME LAND Months Since - 2 Make/Model - ASZ 621R-M18 ELT Installed/Activated - N/ Stall Warning System - UR Stall Warning System - BOO HP  Stall Warning Stall Pa	Type of Operation	-AERIAL APPI	LICATION	Fire		Crew	•	0	1	0
-Aircraft Information Make/Model - PZL PROMADER PZL-M-18	-Aircraft Information Make/Model - PZL PROMADER PZL-M-18				NONE		Pass	0	0	0	0
Make/Model - PZL PROMADER PZL-M-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR NO. of Seats - 1  -Environment/Operations Information Weather Data	Make/Model - PZL_PROMADER PZL_M-18	Accident Occurred During	-TAKEOFF								
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1  Max Gross Wt - UNK/NR Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1  - Environment/Operations Information Weather Data	Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1  Max Gross Wt - UNK/NR Engines - 1  Max Gross Wt - UNK/NR Engine Type - RECIPROCATING-CARBURETOR NO. of Seats - 1  -Environment/Operations Information Weather Data										
Max Gross Wt - UNK/NR	Max Gross Wt - UNK/NR No. of Seats - 1 Rated Power - 600 HP  -Environment/Operations Information Weather Data										
No. of Seats - 1  Rated Power - 600 HP  -Environment/Operations Information Weather Data	No. of Seats - 1 Rated Power - 600 HP  -Environment/Operations Information Weather Data		L-ALL FIXED		_				itall Warn	ing Syste	em - UNK/N
-Environment/Operations Information Weather Data	-Environment/Operations Information Weather Data						ARBURE	TOR			
Weather Data   Itinerary   Last Departure Point   ON AIRSTRIP   We Briefing - NO RECORD OF BRIEFING   SAME AS ACC/INC   Completeness - N/A   Destination   LOCAL   Wind Dir/Speed - 240/004 KTS   ATC/Airspace   Runway Ident   - 30   Visibility - 15.0 SM   ATC/Airspace   Runway Surface   DIRT   Lowest Sky/Clouds - 6000 FT SCATTERED   Type of Flight Plan - NONE   Runway Surface   DIRT   Lowest Ceiling - 25000 FT OVERCAST   Type of Clearance - NONE   Runway Status   DRY   Obstructions to Vision - NONE   Type Apch/Lndg - NONE   Precipitation   NONE   Type Apch/Lndg - NONE   Condition of Light - DAYLIGHT	Weather Data   Itinerary   Last Departure Point   ON AIRSTRIP   We Briefing - NO RECORD OF BRIEFING   SAME AS ACC/INC   Completeness - N/A   Destination   LOCAL   Wind Dir/Speed - 240/004 KTS   Runway Ident - 30   Visibility - 15.0 SM   ATC/Airspace   Runway Surface - DIRT   Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE   Runway Surface - DIRT   Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE   Runway Status - DRY   Obstructions to Vision - NONE   Type Apch/Lndg - NONE   Precipitation - NONE   NONE   Condition of Light - DAYLIGHT	No. of Seats - 1			Rated Power -	600 HP					
Wx Briefing - NO RECORD OF BRIEFING	Wx Briefing - NO RECORD OF BRIEFING		ormation								
Method - N/A Destination Airport Data  Basic Weather - VMC LOCAL  Wind Dir/Speed- 240/004 KTS Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 2400 -UNK/NR Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - NONE Precipitation - NONE NONE Runway Status - DRY  Condition of Light - DAYLIGHT	Method - N/A Destination Airport Data  Basic Weather - VMC LOCAL  Wind Dir/Speed- 240/004 KTS Runway Ident - 30  Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 2400 -UNK/N  Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Runway Status - DRY  Obstructions to Vision NONE Type Apch/Lndg - NONE  Precipitation - NONE NONE Condition of Light - DAYLIGHT										
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/004 KTS Visibility - 15.0 SM LOCAL  Wind Dir/Speed- 240/004 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - 30 Runway Lth/Wid - 2400 -UNK/NR Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND Months Since - 2 Make/Model- 132 Last 24 Hrs - 10 Months Since - 2 Make/Model- 132 Last 30 Days- 116 Aircraft Type - UNK/NR Instrument - 97 Last 90 Days- 132 Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	Completeness - N/A Basic Weather - VMC Wind Dir/Speed 240/004 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Months Since - 2 Months Since - 2 Months Since - 2 Make/Model - 132 Months Since - 132 Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -NAITHE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND		ORD OF BRIEFIN	NG L				ON AIR	STRIP		
Basic Weather - VMC  Wind Dir/Speed- 240/004 KTS  Wisibility - 15.0 SM  Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE  Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE  Common to Vision - NONE  Precipitation - NONE  Condition of Light - DAYLIGHT  -Personnel Information  Pilot-In-Command  Certificate(s)/Rating(s)  COMMERCIAL  COMMERCIAL  SE LAND, ME LAND  Months Since - 2  Months Since - 2  Make/Model - 132  Make/Model - 132  Last 30 Days - 116  Aircraft Type - UNK/NR  Instrument Rating(s) - AIRPLANE  -Narrative  PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND  RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	Basic Weather - VMC	· · · · · · · · · · · · · · · · · · ·		_							
Wind Dir/Speed- 240/004 KTS  Visibility - 15.0 SM ATC/Airspace  Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE  Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE  Obstructions to Vision - NONE  Precipitation - NONE  Condition of Light - DAYLIGHT   Personnel Information  Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 10979 Last 24 Hrs - 10  SE LAND, ME LAND Months Since - 2 Make/Model - 132 Last 30 Days - 116  Aircraft Type - UNK/NR Instrument - 97 Last 90 Days - 132  Multi-Eng - 160  Instrument Rating(s) - AIRPLANE	Wind Dir/Speed- 240/004 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - 30 Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 2400 -UNK/N Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 10979 Last 24 Hrs - 10 SE LAND, ME LAND Months Since - 2 Make/Model- 132 Last 30 Days- 116 Aircraft Type - UNK/NR Instrument- 97 Last 90 Days- 132 Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND			De				Airport D	ata		
Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 2400 -UNK/NR Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision-Precipitation - NONE NONE NONE NONE Condition of Light - DAYLIGHT	Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 2400 -UNK/N Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE NONE Condition of Light - DAYLIGHT				LOCAL			_			
Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT	Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 10979 Last 24 Hrs - 10 SE LAND, ME LAND Months Since - 2 Make/Model - 132 Last 30 Days - 116 Aircraft Type - UNK/NR Instrument 97 Last 90 Days - 132 Multi-Eng - 160  Instrument Rating(s) - AIRPLANE Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND			4.7.0	/						LINIIZ (NID
Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 10979 Last 24 Hrs - 10 SE LAND, ME LAND Months Since - 2 Make/Model- 132 Last 30 Days- 116 Aircraft Type - UNK/NR Instrument- 97 Last 90 Days- 132 Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND					NONE					-UNK/NR
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 10979 Last 24 Hrs - 10 SE LAND, ME LAND Months Since - 2 Make/Model- 132 Last 30 Days- 116 Aircraft Type - UNK/NR Instrument- 97 Last 90 Days- 132 Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 10979 Last 24 Hrs - 10 SE LAND, ME LAND Months Since - 2 Make/Model - 132 Last 30 Days - 116 Aircraft Type - UNK/NR Instrument - 97 Last 90 Days - 132 Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND										
Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 10979 Last 24 Hrs - 10 SE LAND, ME LAND Months Since - 2 Make/Model 132 Last 30 Days - 116 Aircraft Type - UNK/NR Instrument - 97 Last 90 Days - 132 Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM3 Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 10979 Last 24 Hrs - 10 SE LAND, ME LAND Months Since - 2 Make/Model - 132 Last 30 Days - 116 Aircraft Type - UNK/NR Instrument - 97 Last 90 Days - 132 Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND							Runway	Status	- DRT	
Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 10979 Last 24 Hrs - 10 SE LAND, ME LAND Months Since - 2 Make/Model - 132 Last 30 Days - 116 Aircraft Type - UNK/NR Instrument - 97 Last 90 Days - 132 Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM! Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 10979 Last 24 Hrs - 10 SE LAND, ME LAND Months Since - 2 Make/Model - 132 Last 30 Days - 116 Aircraft Type - UNK/NR Instrument - 97 Last 90 Days - 132 Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND			'	ype Apcn/Lndg	- NUNE					
-Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 10979 Last 24 Hrs - 10 SE LAND, ME LAND Months Since - 2 Make/Model 132 Last 30 Days - 116 Aircraft Type - UNK/NR Instrument 97 Last 90 Days - 132 Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	-Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 10979 Last 24 Hrs - 10 SE LAND, ME LAND Months Since - 2 Make/Model 132 Last 30 Days 110 Aircraft Type - UNK/NR Instrument 97 Last 90 Days 132 Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	Condition of Light	- NUNE								
Pilot-In-Command  Age - 42  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s)  COMMERCIAL  CUrrent - YES  Months Since - 2  Make/Model - 132  Last 30 Days - 116  Aircraft Type - UNK/NR  Instrument - 97  Last 90 Days - 132  Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  Narrative  PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIC Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 10979 Last 24 Hrs - 100 SE LAND, ME LAND Months Since - 2 Make/Model - 132 Last 30 Days - 1160 Aircraft Type - UNK/NR Instrument - 97 Last 90 Days - 132 Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  *Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND		- DAYLIGHT								
Certificate(s)/Rating(s)  Biennial Flight Review  COMMERCIAL  Current - YES  Total - 10979  Last 24 Hrs - 10  SE LAND, ME LAND  Months Since - 2  Make/Model- 132  Last 30 Days- 116  Aircraft Type - UNK/NR  Instrument- 97  Last 90 Days- 132  Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative  PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND  RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	Certificate(s)/Rating(s)  Biennial Flight Review  COMMERCIAL  Current - YES Total - 10979  Last 24 Hrs - 10  SE LAND, ME LAND  Months Since - 2  Make/Model - 132  Last 30 Days - 116  Aircraft Type - UNK/NR  Instrument - 97  Last 90 Days - 132  Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative  PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND  RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND			A 00 -	40	Modical Cont	ificat	o - VALTO	MEDICAL -	NO WATVEE	oc/i tmit
SE LAND, ME LAND  Months Since - 2  Aircraft Type - UNK/NR  Instrument - 97  Last 90 Days - 132  Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	SE LAND, ME LAND  Months Since - 2  Aircraft Type - UNK/NR  Instrument - 97  Last 90 Days - 132  Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND		)							NO WAIVER	(3/ [] [] []
SE LAND, ME LAND  Months Since - 2  Aircraft Type - UNK/NR  Instrument - 97  Last 90 Days - 132  Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	SE LAND, ME LAND  Months Since - 2  Aircraft Type - UNK/NR  Instrument - 97  Last 90 Days - 132  Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND		,	Cur	rent - VFS	Total				24 Hrs -	10
Aircraft Type - UNK/NR Instrument- 97 Last 90 Days- 132 Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	Aircraft Type - UNK/NR Instrument- 97 Last 90 Days- 132 Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND			Mon	ths Since - 2	Make/Mode					
Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	Multi-Eng - 160  Instrument Rating(s) - AIRPLANE  -Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	or ento, me ento							Last	90 Davs-	132
Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	Narrative PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND									,	
PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	Instrument Rating(s)	- AIRPLANE								
PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	Narrative									
RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND	RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND		ITTLE HEAVIER'	' THAN IT	SHOULD HAVE BEEN. TH	HE ACFT BOUNCE	ED SET	TLED AFTE	R TAKEOFF	AND	
SHED	SHED.										
A 150 ·		SHED.									

4/16/84 Time (Lc1) - 1100 PST File No. - 342 ROCKFORD, WA A/C Reg. No. N28951

Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB

IN FLIGHT COLLISION WITH OBJECT

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 2. AIRSPEED NOT OBTAINED PILOT IN COMMAND
- 3. STALL/MUSH INADVERTENT PILOT IN COMMAND
- 4. OBJECT FENCE

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

----Probable Cause----

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

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

Type of Operation	-Basic Information						
Type of Operation -PERSONAL Fire Crew 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Pass 0 0 Pass 0 0 Pass 0 0 0 Pass 0 0 Pass 0 0 0 Pass 0 0 Pass 0 0 Pass 0 0 Pass 0 0 0 Pass 0 0 Pass 0 0 Pass 0 0 Pass 0 0 Pass 0 0 Pass 0 0 Pass 0 0 Pass 0 0 Pass 0 0 Pass 0 0 Pass 0 0 Pass 0 Pass 0 0 0 Pass 0 0 Pass 0 0 Pass 0 Pass 0 0 0 Pass 0 0 Pass 0 0 Pass 0 Pass 0 0 Pass 0 0 Pass 0 Pass 0 0 Pass 0 0 Pass 0	Type Operating Certificate-NONE (GENERA			Fa+a1			None
Firght Conducted Under -14 CFR 91  NONE Pass O O O O Accident Occurred During -LANDING -LANDI	Type of Operation -PERSONAL						1
-Aircraft Information Make/Model - PIPER PA-22-150 Landing Gear - TRICYCLE-FIXED No. of Seats - 4  Eng Make/Model - LYCOMING 0-320-A1A  ELT Installed/Activated - YE Number Engines - 1 Number Engine Type - UNK/NR Instrument - 75 Number Engine Type - UNK/NR Instrument - 75 Number Engine Type - UNK/NR Instrument - 75 Number Engine Type - UNK/NR Instrument - 75 Number Engine Type - UNK/NR Instrument - 75 Number Engine Type - UNK/NR Instrument - 75 Number Engine Type - UNK/NR Instrument - 75 Number Engine Type - UNK/NR Instrument - 75 Number Engine Type - UNK/NR Instrument - 75 Number Engine Type - UNK/NR Instrument - 75 Number Engine Type - UNK/NR Instrument - 75 Number Engine Type - UNK/NR Instrument - 75 N			-				1
Make/Model - PIPER PA-22-150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1950 No. of Seats - 4	Accident Occurred During -LANDING						
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1950 No. of Seats - 4  Max Gross Wt - 1950 No. of Seats Packer - 150 HP  Max Gross Wt - 1950 No. Airport Proximity No.							
Max Gross Wt - 1950 No. of Seats - 4  Rated Power - 150 HP  -Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 335/010 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Dbstructions to Vision - NONE Obstructions to Vision - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND  Max Gross Wt - 1950 Rated Power - 150 HP  Litinerary Last Departure Point ON AIRPORT ON AIRPORT ON AIRPORT Airport Droximity ON AIRPORT ON AIRPORT Airport Data DAVENPORT Runway Ident - 05 Runway Ident - 05 Runway Lth/Wid - 3200/ 50 Runway Surface - ASPHALT Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument - 75 Last 90 Days - 55 Multi-Eng - 1  Instrument Rating(s) - AIRPLANE		<b>.</b>		A EL			
No. of Seats - 4  Rated Power - 150 HP Environment/Operations Information					Stall Warnii	ng System	- NO
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed - 335/010 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Destructions to Vision - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND  Itinerary Last Departure Point Destruct Point Destruct Point Destruction of Light - DAYLIGHT  Airport Proximity ON AIRPORT Airport Data DAVENPORT Runway Ident - 05 Runway Lth/wid - 3200/ 50 Runway Surface - ASPHALT Runway Status - DRY DPY DPY Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Multi-Eng - 1  Instrument Rating(s) - AIRPLANE				BURETOR			
Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 335/010 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND  Washing Instrument Rating(s) - AIRPLANE  Itinerary Last Departure Point BAKER, OR DAYLOR SAME AS ACC/INC SAME AS ACC/INC SAME AS ACC/INC SAME AS ACC/INC DAYENPORT Runway Ident - 05 Runway Ident - 05 Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Status - DRY Runway Status - DRY  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Make/Model - 218 Aircraft Type - UNK/NR Instrument - 75 Aircraft Type - UNK/NR Multi-Eng - 1  Instrument Rating(s) - AIRPLANE	No. of Seats - 4	Rated Power	- 150 HP				
Wx Briefing - FSS							
Method - IN PERSON BAKER, OR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC SAME AS ACC/INC DAVENPORT  Wind Dir/Speed- 335/010 KTS Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - 3200/ 50 Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL SE LAND Aircraft Type - UNK/NR Instrument 75 Last 90 Days - 55 Multi-Eng - 1  Instrument Rating(s) - AIRPLANE							
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC			oint	ON A	IRPORT		
Basic Weather - VMC SAME AS ACC/INC DAVENPORT Wind Dir/Speed- 335/010 KTS Runway Ident - 05 Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - 3200/ 50 Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY  Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 616 Last 24 Hrs - 4 Months Since - 23 Make/Model - 218 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 75 Last 90 Days- 55 Multi-Eng - 1  Instrument Rating(s) - AIRPLANE		•			D - 1 -		
Wind Dir/Speed- 335/010 KTS Visibility - 50.0 SM ATC/Airspace Runway Ident - 05 Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND  Age - 39 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Current - YES Current - YES Months Since - 23 Make/Model - 218 Months Since - 23 Multi-Eng - 1  Instrument Rating(s) - AIRPLANE			10				
Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - 3200/ 50 Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL SE LAND Current - YES Total - 616 Last 24 Hrs - 4 Months Since - 23 Make/Model - 218 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 75 Last 90 Days - 55 Multi-Eng - 1  Instrument Rating(s) - AIRPLANE		SAME AS ACC/IN	lC .			- 05	
Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL SE LAND Months Since - 23 Make/Model- 218 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 75 Last 90 Days- 55  Instrument Rating(s) - AIRPLANE		ATC/Airspace					50
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 616 Last 24 Hrs - 4 SE LAND Months Since - 23 Make/Model - 218 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 75 Last 90 Days - 55 Multi-Eng - 1  Instrument Rating(s) - AIRPLANE			lan - VFR				50
Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 616 Last 24 Hrs - 4 SE LAND Months Since - 23 Make/Model - 218 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 75 Last 90 Days - 55 Multi-Eng - 1  Instrument Rating(s) - AIRPLANE							
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 616 Last 24 Hrs - 4 SE LAND Months Since - 23 Make/Model - 218 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 75 Last 90 Days - 55 Multi-Eng - 1  Instrument Rating(s) - AIRPLANE					.,		
Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 616 Last 24 Hrs - 4 SE LAND Months Since - 23 Make/Model - 218 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 75 Last 90 Days - 55 Multi-Eng - 1  Instrument Rating(s) - AIRPLANE	Precipitation - NONE	3, 1 - 3					
Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 616 Last 24 Hrs - 4 SE LAND Months Since - 23 Make/Model - 218 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 75 Last 90 Days - 55  Multi-Eng - 1  Instrument Rating(s) - AIRPLANE	Condition of Light - DAYLIGHT						
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 616 Last 24 Hrs - 4  SE LAND Months Since - 23 Make/Model- 218 Last 30 Days- UNK/NR  Aircraft Type - UNK/NR Instrument- 75 Last 90 Days- 55  Multi-Eng - 1  Instrument Rating(s) - AIRPLANE	-Personnel Information						
COMMERCIAL Current - YES Total - 616 Last 24 Hrs - 4 SE LAND Months Since - 23 Make/Model- 218 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 75 Last 90 Days- 55 Multi-Eng - 1  Instrument Rating(s) - AIRPLANE		• • • • • • • • • • • • • • • • • • • •				AIVERS/LIM	IT
SE LAND Months Since - 23 Make/Model- 218 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 75 Last 90 Days- 55 Multi-Eng - 1 Instrument Rating(s) - AIRPLANE	. ,,						
Aircraft Type - UNK/NR Instrument- 75 Last 90 Days- 55 Multi-Eng - 1 Instrument Rating(s) - AIRPLANE							4
Multi-Eng - 1  Instrument Rating(s) - AIRPLANE	SE LAND						•
		Aircraft Type - UN			Last 90	Days-	55
-Narrative	Instrument Rating(s) - AIRPLANE						
- Nattra tive	Namakiya						
RING THE LANDING ROLL THE BRAKES WERE APPLIED WITH NO EFFECT. THE ACFT WENT OFF THE END OF THE RWY INTO A DITCH AND		ED WITH NO EFFECT THE	ACET WENT OFF THE F	ND OF THE D	WY THIO A DT	TCH AND	
ED OVER. EXAMINATION OF THE ACFT SHOWED THE BRAKE SYSTEM LOW ON FLUID AND THE MASTER CYLINDER DIAPHRAGM RUPTURED.							

Time (Lc1) - 0730 PST File No. - 336 4/25/84 DAVENPORT, WA A/C Reg. No. N6002D Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, NORMAL BRAKE SYSTEM - BURST 2. LANDING GEAR, NORMAL BRAKE SYSTEM - LEAK 3. FLUID, HYDRAULIC - LOW LEVEL 4. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE Occurrence #2 OVERRUN Phase of Operation LANDING - ROLL Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 5. TERRAIN CONDITION - DITCH Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 5

File No 367 4/30/84 SPANG	GLE,WA A/C R	Reg. No. N8813ป 	T	ime (Lc1) -	0445 PD1	Г 
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -POSITIONING	Fire	Cre	w O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	0
Accident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model - EAGLE DW-1	Eng Make/Model - LY			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	g System	- UNK/N
Max Gross Wt - 1500	Engine Type - RE					
No. of Seats - 1	Rated Power -	235 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SPANGLE,WA	:	OFF AI	RPORT/STRIP		
Completeness - N/A	Destination		Airport D	2+2		
Basic Weather - VMC	JEROME, ID		ATTPORT	ala		
Wind Dir/Speed- CALM	OLKOML, ID		Dunway	Ident -	N/A	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		nanna y	514140	SOFT	
Precipitation - NONE	rype Apolly Ellag					
Condition of Light - DAWN						
Pilot-In-Command	Age - 32	Medical Certific	ate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ght Time (H	ours)		
COMMERCIAL, CFI	Current - YES	Total -	1500	Last 24	Hrs -	5
SE LAND, ME LAND	Months Since - 2	Make/Model-	1500	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/NR	! Instrument-	UNK/NR	Last 90	Days-	50
		Multi-Eng -	UNK/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE						
-Narrative				T		
ORDING TO FAA INSPECTORS, THE PLT POLISHED						
ERED WITH FROST. THE PLT STATED THAT DURIN NT LANDING ONTO SOFT FIELD. THE ACFT FLIPF		D AN INAUVERIENT	STALL, FULL	OMED BY Y I	HKEE	
NI LANDING UNIO SUEL FIELD. THE ACEL ELIPE	'ED INVERIED					

File No. - 367 4/30/84 SPANGLE,WA A/C Reg. No. N8813J Time (Lc1) - 0445 PDT

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

Finding(s)

1. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause----

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

File No 356 5/08/84 TOUCH	ET,WA A/C R	eg. No. N8624W	Τi	me (Lc1) -	1039 PDT	
-Basic Information Type Operating Certificate-NONE (GENERA	•	t Damage		Injur		
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	SUBSTAI Fire NONE	NIIAL Crew Pass	Fatal O O	Serious O O	Minor O O	None 1 0
Accident Occurred During -TAKEOFF - IN	ITIAL CLIMB					
-Aircraft Information						
Make/Model - PIPER PA-28-235	Eng Make/Model - LYO	COMING 0-540-B4B5		nstalled/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2900	Number Engines - 1 Engine Type - REG	STREET CARRIER		all Warnin	g System	- YES
No. of Seats - 4		235 HP	IUK			
-Environment/Operations Information						
Weather Data	Itinerary		Airport P	roximity		
Wx Briefing - UNK/NR	Last Departure Point		ON AIRP			
Method - UNK/NR	TOUCHET, WA					
Completeness - UNK/NR	Destination		Airport Da	ta		
Basic Weather - VMC	LEWISTON, ID					
Wind Dir/Speed- 260/003 KTS				Ident -		
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid -		NK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - 8000 FT BROK			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information				MED TO 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	T./FDG // TM:	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 55 Biennial Flight Review	Medical Certificate	e ~ VALID t Time (Ho		IVERS/LIM.	1 1
COMMERCIAL	Current - YES	Fligh Total - 2			Hrs - UN	/ND
SE LAND	Months Since - 11		1400	Last 24	Days- UN	
JE ENIB	Aircraft Type - UNK/NR	Instrument- UN	20 (/NR	last 90		
	Arrestate Type Staty tak	Instrument- UNI Multi-Eng - UNI	K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
-Narrative						
ACFT WAS DEPARTING A PVT AIRSTRIP. DURING	TAKENEE INITIAL CLIMB THE	NG FAILED THE DILL	T ATTEMPT	EN TO DEST	ADT THE	
INE BUT IT WOULD NOT START. DURING THE FOR						
		A TENOE. THE TIEOT	STATED III	A. HE SELL	0, LD 111L	
T TIP TANK. WHICH⊟WAS EMPTY THINKING IT WAS	S IHE LEEL MAIN LANK.					

5/08/84 File No. - 356 TOUCHET, WA A/C Reg. No. N8624W Time (Lc1) - 1039 PDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation TAKEOFF ~ INITIAL CLIMB Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - FENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

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

Basic Information Type Operating Certificate-NONE (G	ENFRAL AVIATION)	Aircraft Damage	<b>.</b>		Injur	ies	
Type operating job thineate mante (an	THE ATTAILS IN ,	SUBSTANTIAL		Fatal	•	Minor	None
Type of Operation -INSTRUCT		Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information		<b>/</b>					
Make/Model - CESSNA 421B Landing Gear - TRICYCLE-RETRACTAB		e/Model - CONTINENTA Engines - 2	L GTS10-520-		Installed/A tall Warnin		
Max Gross Wt - 6800		ingines - 2 Type - RECIP-FUEL	INJECTED	3	tali warnin	g system	- 163
No. of Seats - 8	Rated Po		114020125				
invironment/Operations Information							
leather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIE				ON AIR	PORT		
Method - N/A Completeness - N/A	SAME AS Destinatio	ACC/INC		irport Da	-+-		
Basic Weather - VMC	LOCAL	· · · · · · · · · · · · · · · · · · ·	4	DANE C			
Wind Dir/Speed- 240/015 KTS	2007.2					18	
Visibility - 10.0 SM	ATC/Airspac				Lth/Wid -		150
Lowest Sky/Clouds ~ 3600 FT					Surface -		
Lowest Ceiling - 10000 FT Obstructions to Vision- NONE	OVERCAST Type of C	:Tearance - IFR i/Lndg - ADF/ND	ıΩ	Runway	Status -	טאין	
Precipitation - NONE	туре ирсп		C PATTERN				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 43		Certificate			WAIVERS/	LIMIT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Current		Flight al - 1	Time (H	burs) Last 24	Une -	1
SE LAND, ME LAND	Months Sinc			418	Last 24	Davs- UN	
GLIDER		pe - UNK/NR Ins	e/Model- trument-	349	Last 90	Days-	39
	•		ti-Eng ~ 1			_	
Instrument Rating(s) - AIRPLAN	<b>N</b> E						
larrative							
CFT WENT OFF THE RWY TO THE LEFT DUR	RING LANDING. THERE W	AS A CROSSWIND OF 1	5-28 KTS AT	THE TIME	. THE PLT S	AID THE	
VEERED LEFT AND COULD NOT BE CONTROL							

File No. - 210 3/10/84 MADISON, WI A/C Reg. No. N41022 Time (Lcl) - 1515 CST Occurrence #1 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL 3. MAINTENANCE, ALIGNMENT - IMPROPER - OTHER MAINTENANCE PSNL Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - RUNWAY LIGHT 5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 6. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD 7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3.5

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

Basic Information							
Type Operating Certificate-ON-DEM		Aircraft Damage		F-4-1	Injur		Mana
	OR AVIATION	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None 1
Type of Operation -NON SCI Flight Conducted Under -14 CFR	125	NONE	Pass	0	0	0	Ó
Accident Occurred During -LANDIN		NONE	Pass	O	O	O	Ü
Aircraft Information							
Make/Model - CESSNA 402C		Model - CONTINETAL 1	rs10-520 VE		Installed/Ad		
Landing Gear - TRICYCLE-RETRACTAL				S.	tall Warning	g System	- YES
Max Gross Wt - 6350		oe - RECIP-FUEL I	INJECTED				
No. of Seats - 10	Rated Powe	er 325 HP					
Environment/Operations Information-							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - FSS	Last Depar			ON AIR	PORT		
Method - UNK/NR	IRON MOU						
Completeness - FULL	Destination		,	Airport Da			
Basic Weather - IMC	SAME AS A	ACC/INC			A MUNICIPAL	4.4	
Wind Dir/Speed- 310/010 KTS Visibility750 SM	ATC/Ainmon					14	75
Lowest Sky/Clouds - UNK/NR	ATC/Airspace	inht Dien IED			Lth/Wid -		75
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 500 F		ight Plan - IFR			Surface - Status -		
Obstructions to Vision- FOG		_ndg - STRAIGH	T _ T N I	Runway	status -	310311	
Precipitation - SNOW	Type Apcil/1	Indy - STRAIGHT	1 - 114				
Condition of Light - DAYLIGH	Т						
	' 						
Personnel Information							
Pilot-In-Command	Age - 58				MEDICAL-WAT	IVERS/LIN	/IT
Certificate(s)/Rating(s)	Biennial Flight			t Time (Ho		I I m m	
COMMERCIAL, ATP	Current		- 19 		Last 24		4
SE LAND, ME LAND, SE SEA, ME SEA			Model- ( rument- (	3525	Last 30 Last 90	Days- Ur	NK/NK
	Aircraft Type				Rotorcra		230
		Multi	i-Eng - 15	3740	ROTOPERA	art -	230
Instrument Rating(s) - AIRPL	ANE						
Narrative							
ACFT RAN OFF THE RWYS END AFTER THE	PLT LANDED DOWNWIND TO	AVOID FLYING THROUG	HA "WALL	OF PRECIA	PATION". DUF	RING THE	
	NOSE GEAR SETTLED IN MUL					· - · · · · ·	

File No. - 209 3/21/84 KENOSHA, WI A/C Reg. No. N2663G Time (Lcl) - 1530 CST OVERRUN Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED 4. LANDING GEAR, NORMAL BRAKE SYSTEM - FROZEN Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----

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

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

File No 332 4/25/84 GENOA	CITY, WI A/C Re	g. No. N6737W	T	ime (Lc1) -	1815 CS	Т
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAN Fire NONE	: Damage ITIAL Crew Pass	Fatal O O	1 O	Minor 0 0	None O O
Aircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2050 No. of Seats - 4	Eng Make/Model - LY( Number Engines - 1 Engine Type - RE(	OMING 0-320-E2A	ELT :		ctivated	- YES-UNK/NR - YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/009 KTS Visibility - 10.0 SM	GENDA CITY,WI Destination LOCAL  ATC/Airspace TERED Type of Flight Plan - CAST Type of Clearance - Type Apch/Lndg -	NONE NONE FORCED LANDING	OFF AIR Airport Da VINCEN Runway Runway Runway Runway	FIELD Ident - Lth/Wid - Surface - Status -	09 2100/ GRASS/TI DRY	URF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,SE SEA		Total - Make/Model-	e - VALID t Time (Ho	MEDICAL-WA	IVERS/LI	MIT
Instrument Rating(s) - NONE						
Narrative AFTER TAKEOFF, THE PLT HAD MADE 2 TURNS & HAD POWER. HE WAS UNABLE TO TURN & LAND ON THE RW EMERGENCY LANDING, THE ACFT COLLIDED WITH A P SYS. THE CARETAKER OF THE ARPT SAID THE ACFT HAD DRAINED WATER FROM THE FUEL TANKS ON THE UNTIL AFTER THE ENG HAD BEEN RUN FOR ABOUT 3C	Y, BUT CONTINUED STRAIGHT AF OWER LINE & CRASHED IN A FIE HAD NOT BEEN FLOWN SINCE NOV PREVIOUS DAY. THE CARETAKER	EAD TO AVOID HOUSE LD. AN EXAM REVEAL 1983. ALSO, HE RE	S & TREES. ED WATER I PORTED THA	. DURING AN IN THE FUEL AT THE PLT		

File No. - 332 4/25/84 GENOA CITY, WI A/C Reg. No. N6737W Time (Lcl) - 1815 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - CONTAMINATION AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. FLUID, FUEL - WATER Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. OBJECT - WIRE, TRANSMISSION Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 3,4

Type Operating Certificate-NONE (GENER	OAL AVIATION) Aircraf	t Damage		Injuri	05	
Type operating certificate none (denti	SUBSTA		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - TAYLORCRAFT DC0-65	Eng Make/Model - CO					
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1300	Number Engines - 1 Engine Type - RE			all Warning	System -	YES
No. of Seats - 2	<b>O</b> ,.	65 HP	ITUR			
Environment/Operations Information						
Weather Data	Itinerary		Airport F	roximity		
Wx Briefing - NO RECORD OF BRIEFIN			ON AIRF			
Method - N/A	BROOKEFIELD, WI					
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	SAME AS ACC/INC			MUNICIPAL		
Wind Dir/Speed- 140/011 KTS Visibility - 6.0 SM	ATC/Airspace			Ident - Lth/Wid -		00
Lowest Sky/Clouds - 25000 FT SCA		- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		Į.
Obstructions to Vision- HAZE	Type Apch/Lndg	- TRAFFIC PATTERN	· · · · · · · · · · · · · · · · · · ·	5 14 145	O. (1.7)	
Precipitation - NONE Condition of Light - DAYLIGHT	31 1 - 3	FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information	Age - 58	Medical Certificat	e - VALID		WAIVERS/L	IMIT
Pilot-In-Command	B		nt Time (Ho		Unc -	0
Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight Review	Total -	212		пг <b>э</b> –	/NP
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES Months Since - 11	Total -	312	Last 24	Dave- HMK	/ 1415
Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - UNK/NR	Total - Make/Model- Instrument-	312 297 3	Last 30	Days- UNK Days-	3
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - UNK/NR	Total - Make/Model- Instrument-	312 297 3	Last 30	Days- UNK Days-	
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - UNK/NR	Total - Make/Model- Instrument-	312 297 3	Last 30	Days- UNK Days-	
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - UNK/NR	Total - Make/Model- Instrument-	312 297 3	Last 30	Days- UNK Days-	
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NONE	Aircraft Type - UNK/NR	Instrument-	3	Last 30 Last 90	Days-	

File No 3	93 4/26/84	PALMYRA,WI	A/C Reg.	No. N47583	Time (Lc1) - 1400 CST
Occurrence #1 Phase of Operation					
Finding(s)  1. WEATHER CONDITI 2. COMPENSATION 3. DIRECTIONAL CON	OR WIND CONDITIONS				
Occurrence #2 Phase of Operation	PROPELLER/ROTOR ( APPROACH - GO-ARC	CONTACT DUND (VFR)			
Finding(s) 4. TERRAIN CONDITION	DN - HIGH VEGETATIO				
Occurrence #3 Phase of Operation		ION WITH OBJECT			
Finding(s) 5. OBJECT - TREE(S					
Probable Cause					
The National Transpo is/are finding(s) 2,3		rd determines that	the Probable Cause	(s) of this acci	dent
Factor(s) relating to	this accident is/	are finding(s) 1,4	4 .		

-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Aircra	aft Damage		Injur	ies	
,, , , , , , , , , , , , , , , , , , , ,		ANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire		0		1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	0	0	0	0
-Aircraft Information Make/Model - GRUMMAN AA5A	Eng Make /Madel	VCOMING O 220 FOC	FIT	T		VEC /V
Landing Gear - TRICYCLE-FIXED	Number Engines -	YCOMING 0-320-E2G		tall Warning		
Max Gross Wt - 2000		RECIPROCATING-CARBUR		tarr warring	g system	163
No. of Seats - 4	3 7,	150 HP				
-Environment/Operations Information	T+:		A 4	Dunishmata		
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary IG Last Departure Poir	n+		Proximity RPORT/STRIP		
Method - N/A	SPRINGFIELD, OH		UFF A1	KPUKI/SIKIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	MILWAUKEE, WI			ITCHELL FIE	LD	
Wind Dir/Speed- 250/025 KTS				Ident -		
Visibility - 12.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR Lowest Ceilling - NONE	Type of Flight Plar Type of Clearance			Surface - Status -		
Obstructions to Vision- NONE	Type of Crearance Type Apch/Lndg		Runway	Status -	N/ A	
Precipitation - NONE	Type Aperly Endg	TOROLD EANDING				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 39 Biennial Flight Review	Medical Certifica	te - VALID ht Time (H		WAIVERS/	LIMII
PRIVATE	Biennial Flight Review Current - YES Months Since - 22	Total -	350	Last 24	Hrs -	6
SE LAND			300	Last 24 Last 30 Last 90	Days- UN	K/NR
	Aircraft Type - UNK/N		66	Last 90	Days-	20
		Multi-Eng -	3			
Instrument Rating(s) - NONE						
-Narrative						
ACFT STRUCK A STORAGE SHED WHILE ATTEMPT					)	
DITIONS. THERE WERE NO VISIBLE SIGNS OR C	DOR OF FUEL AT THE ACCIDENT	SITE, WHEN THE ACF	T WAS INSP	ECTED THE		

File No. - 396 4/28/84 CUDAHY.WI A/C Reg. No. N26404 Time (Lc1) - 1224 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, - PILOT IN COMMAND 4. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 5. OBJECT - WIRE, TRANSMISSION OBJECT - BUILDING(NONRESIDENTIAL) 7. WEATHER CONDITION - GUSTS 8. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2,4

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

9

File No 261 5/04/84 FT	ATKINSON, WI	A/C Reg. No. N25583			Time (Lc1) - 1815 CDT			
-Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage			Injur	ies		
, p = p = 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1		SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation -INSTRUCTION	ONAL	Fire	Crew	0	0	1	0	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0	
Accident Occurred During -TAKEOFF								
-Aircraft Information								
Make/Model - CESSNA 152		e/Model - LYCOMING 0-2	35-L2C	ELT	Installed/Ad	ctivated -	- YES/N	
Landing Gear - TRICYCLE-FIXED					tall Warning	g System -	· YES	
Max Gross Wt - 1670		ype - RECIPROCATIN	G-CARBURET	OR				
No. of Seats - 2	Rated Po	wer - 110 HP						
-Environment/Operations Information					•			
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEF		rture Point		ON AIR	PORT			
Method - N/A		ACC/INC						
Completeness - N/A	Destinatio		Α	irport D				
Basic Weather - VMC	WATERTO	WN, WI			INSON MUNIC:			
Wind Dir/Speed- 140/006 KTS	.== (				Ident -			
Visibility - 12.0 SM	ATC/Airspac				Lth/Wid -			
Lowest Sky/Clouds - UNK/NR		light Plan - NONE		,	Surface -		RF.	
Lowest Ceiling - 25000 FT 0				Runway	Status -	WET		
Obstructions to Vision- NONE	Type Apcr	ı/Lndg - NONE						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information						(,	_	
Pilot-In-Command	Age - 41				MEDICAL-WAI	. AFK2/ LIMI	. 1	
Certificate(s)/Rating(s) STUDENT	Biennial Flight Current		Flight -	Time (H 51	ours) Last 24	llm.		
2 I ODEMI	Months Sinc		- Mode1-		Last 24 Last 30		1 / ND	
	Aircraft Ty		ument-	ופ	Last 30	Days- UNK	35	
	All'Chart Ty	pe - N/A Instru	americ-	3	Last 90	Days-	35	
Instrument Rating(s) - NONE								
		~						
-Narrative								
ACFT STALLED DURING A SHORT FIELD TAKES			TRIM WAS	USED. TH	E STUDENT			
DID NOT USE A CHECKLIST OR RESET THE TR								

File No. - 261 5/04/84 FT ATKINSON, WI A/C Reg. No. N25583 Time (Lc1) - 1815 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. TRIM SETTING - NOT CORRECTED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND 3. AIRCRAFT SERVICE - INADEQUATE - PILOT IN COMMAND 4. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 5. TERRAIN CONDITION - WET ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,4$ Factor(s) relating to this accident is/are finding(s) 5

File No 358 2/03/84 DIX	DN,WY A/C Re	eg. No. N3553A		Time (Lc1) -	- 1615 MST	
Basic Information Type Operating Certificate-NONE (GENER				Injur		
	SUBSTAN	- · - · -	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTION		Crew	-	0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model - PIPER PA-22-135	Eng Make/Model ~ LYG	COMING 0-290-D2	ELT	Installed/	Activated	- YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		!	Stall Warnir	ng System	- YES
Max Gross Wt - 1950	Engine Type - REG	CIPROCATING-CARBUR	ETOR		-	
No. of Seats - 4	Rated Power -	135 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	NG Last Departure Point		ON AII	RPORT		
Method ~ N/A	DIXON, WY					
Completeness - N/A	Destination		Airport [	Data		
Basic Weather - VMC	SAME AS ACC/INC		DIXON			
Wind Dir/Speed- 240/017 KTS	·		Runway	/ Ident -	06	
Visibility - 60.0 SM	ATC/Airspace		Runwa	Lth/Wid -	4800/	50
Lowest Sky/Clouds - 10000 FT SCA	ATTERED Type of Flight Plan -	- NONE	Runwa	V Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clearance	NONE	Runwa	, y Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	- NONE		•		
Precipitation - NONE	, , , , , , <u>-</u>					
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 39	Medical Certifica	te - VALI	MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ht Time (F	Hours)		
COMMERCIAL, CFI	Current - YES	Total -	1313	Last 24	Hrs -	5
SE LAND	Months Since - 3	Make/Model-	26	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument-	11	Last 90	Days-	256
Instrument Rating(s) - AIRPLANE						
Narrative	. The BLOV BU THE TAMBES			·=		
HE ACFT BEGAN TO WANDER BACK & FORTH ACROSS						
FFT. THE LEFT WHEEL HIT A SNOWBANK & THE AC						
MING TO REST. THERE WAS A 10 DEGREE LEFT X						
	MINITELED BY THE DEMINAT DE A	NIINE WHEEL & THE	INSTALLAL	LUNUFAIAI	IWHEEL	
F FLIGHT TIME IN A PA22. THE ACFT HAD BEEN		NOSE WHELE & THE				
FFLIGHT TIME IN A PA22. THE ACFT HAD BEEN UT A NEW TYPE CERTIFICATE HAD NOT BEEN ISSU		NOSE WHELE & THE				

2/03/84 A/C Reg. No. N3553A File No. - 358 DIXON, WY Time (Lcl) - 1615 MST

Occurrence #1

LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT

2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2

ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

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

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





NTSB-AAB-85-21

Brief Format U.S. Civil and Foreign Aviaton Issue Number 2 of 1984 Accidents

# U.S. DEPARTMENT OF COMMERCE National Technical Information Service Springfield, Va 22161

OFFICIAL BUSINESS Penalty for Private Use, \$300 AN EQUAL OPPORTUNITY EMPLOYER

POSTAGE AND FEES PAID U.S. DEPARTMENT OF COMMERCE COM-211



SPECIAL FOURTH-CLASS RATE BOOK