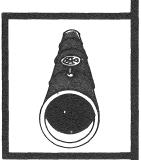


WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS



BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 5 OF 1984 ACCIDENTS



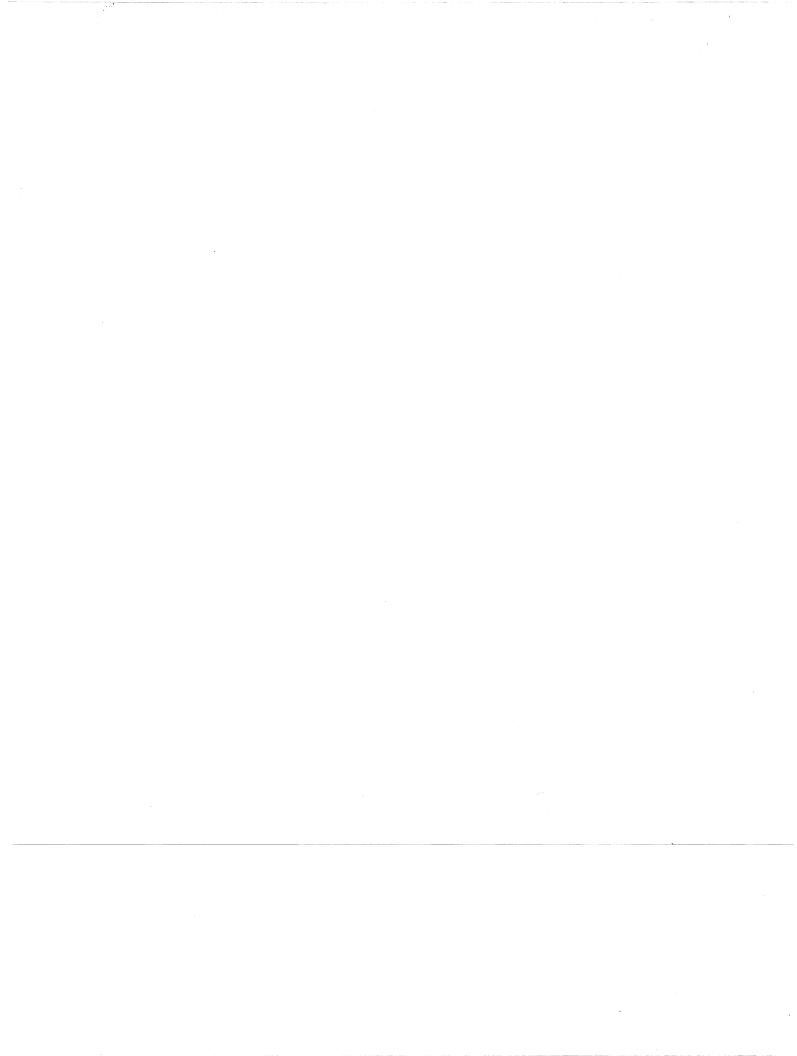


NTSB/AAB-86/01

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UNITED STATES GOVERNMENT



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NTSB Form 1765.2 (Rev. 9/74)

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.

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AIRCRAFT ACCIDENTS

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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 am 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 supplement the probable cause(s). Additional items that are not or 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 5

CALENDAR YEAR 1984

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801	800CC	040284	LITTLE ROCK, AR	CANADAIR	CL-600 CHA	NONE	34
802	6584T	060484	WINTER HAVEN, FL	BEECH	194	NONĖ	108
803	6902C	040784	MEMPHIS, MO	PIPER	PA-28R-201	FATAL	236
804	25496	062884	LEE'S SUMMIT, MO	CESSNA	152	NONE	238
805	92522	063084	BEAVER CITY, NE	CESSNA	182N	NONE	270
806	738VS	062284	MIAMI, FL	CESSNA	172N	NONE	118
807	29033	031584	HUMPHREY, ID	PIPER	PA-28RT-20	FATAL	156
808	1509H	062384	MONROE, WA	BALLOON WORK	BARNES AX-	SERIOUS	366
809	42JH	051884	LONGMONT, CO	HARPER/CRICR	MK-12	FATAL	90
810	40352	051084	WINNER, SD	MAULE	M-4-220C	NONE	334
811	1275W	060784	PLATTEVILLE, CO	WEATHERLY	201B	MINOR	96
812	5614T	061084	WATERLOO, IA	CESSNA	172E	NONE	150
813	2493E	060784	COCOA BEACH, FL	CESSNA	172N	MINOR	112
814	65676	050184	DAYTONA BEACH, FL	BOEING	A75L300	NONE	102
815	741H	050884	OPA LOCKA, FL	BEECH	65-80	SERIOUS	104
816	1 18 1D	042884	MERRITT ISLAND, FL	MURPHY-CHARL	PJ-1 (ADVE	SERIOUS	100
818	1270Z	040584	BAKER, OR	BEECH	N35	FATAL	312
819	NONÉ	062384	INDIANTOWN, FL	STOREY	SKY PUP	FATAL	120
820	51785	062484	WENATCHEE, WA	CESSNA	172	SERIOUS	368
821	5340J	062084	SAN FRANCISCO, CA	CESSNA	404	NONE	64
822	8711	040784	BUELLTON, CA	BEECH	E18S	NONE	56
822	753CW	040784	BUELLTON, CA	BEECH	E18S	NONE	54
823	731VM	051284	LEPANTO, AR	CESSNA	A188B	MINOR	36
824	8404S	022284	THOUSAND DAKS, CA	ROBINSON	R22	FATAL	46
825	53655	031884	ATLANTA, GA	CESSNA	172P	NONE	134

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828	4857B	061184	MARINE CITY, MI	CESSNA	152	NONE	210
829	501H	061384	FAIRFAX, MN	BELL	47G	MINOR	226
830	8592T	060484	CEDAR KEY, FL	CESSNA	182C	SERIOUS	110
831	68760	052284	ATLANTIC OCEAN, OF	CESSNA	152	FATAL	292
832	1695C	071784	KING SALMON, AK	CESSNA	180	NONE	24
833	13012	050584	RIDGE FARM, IL	BELL	47D-1	NONE	158
834	3645T	040484	PONTIAC, MI	PIPER	AEROSTAR 6	NONE	204
835	2993P	071184	CAMBRIDGE, WI	ROTORWAY	EXECUTIVE	NONE	388
836	4608V	061984	WHEELING, IL	CESSNA	172RG	NONE	164
837	9882J	061084	WADSWORTH, OH	CESSNA	150L	MINOR	294
838	3313	060984	STANTON, MN	SCHLEICHER	AS-K13	FATAL	224
838	1015A	060984	STANTON, MN	PIPER	PA-18A	FATAL	222
839	123BP	041884	MINDEN, NV	BOWEN-POWELL	BP-1	FATAL	284
840	65627	062584	LEVENWORTH, WA	LAKE	LA-4-200	NONE	370
841	30865	061884	HENNING, TN	CESSNA	177B	MINOR	336
842	28812	061584	WILLIAMSBURG, VA	GULFSTREAM A	AA-5B	NONE	354
843	2754R	061684	MANNING, SC	SCHWEIZER	SGS 1-26A	MINOR	326
844	72115	051984	HARRISONBURG, VA	CESSNA	140	NONE	352
845	4030A	071584	ORCUTT, CA	HILLER	UH- 12E	NONE	78
846	20Q	051984	PORTLAND, OR	STINSON	108-3	FATAL	314
847	5496F	062784	FT. PIERCE, FL	MOONEY	A-2A	MINOR	122
848	27303	060384	CORONA, CA	AERONCA	65-C	SERIOUS	62
849	6798Q	061484	PULLMAN, WA	GRUMMAN	G-164B-450	MINOR	360

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852	21939	061284	REND, NV	CESSNA	150L	NONE	290
853	14NP	060584	LAS VEGAS, NV	PIPER	AEROSTAR 6	NONE	286
854	1755U	062284	ANACORTES, WA	CESSNA	207	NONE	364
855	4820T	062684	GILA BEND, AZ	PIPER	PA-28R-200	NONE	40
856	48095	032384	WOODSTOCK, GA	PIPER	PA-32-260	SERIOUS	136
857	44372	060684	AUGUSTA, GA	PIPER	PA-28-140	NONE	142
858	8092C	042184	WILMINGTON, NC	PIPER	PA-22-150	NONE	258
859	2396J	051984	FRANKLIN, NC	PIPER	PA-18-150	NONE	262
860	7776D	071384	HIGH SPRINGS, FL	PIPER	PA-18	NONE	126
861	8300T	032084	FLETCHER, NC	PIPER	PA-34-200T	FATAL	256
862	68578	040984	ANCHORAGE, AK	BELLANCA	7GCBC	MINOR	8
863	56290	072484	ANCHORAGE, AK	MAULE	M-5-235C	NONE	26
864	346RN	051084	HOMER, AK	CESSNA	TP206D	NONE	16
865	95120	050384	TALKEETNA, AK	TAYLORCRAFT	BC12-D	NONE	14
866	3184	061084	JEAN, NV	BREEZY	RLU-1A	NONE	288
867	NONE	070784	DES MOINES, IA	UFM	EASY RISER	SERIOUS	152
868	8798X	061784	TOK, AK	CESSNA	182D	MINOR	22
869	4726U	040384	KODIAK, AK	CESSNA	U206G	NONE	6
870	56304	030884	MCGRATH, AK	MAULE	M-5-235C	NONE	4
871	10719	022884	TALKEETNA, AK	CESSNA	150L	MINOR	2
872	193RK	070384	BREMERTON, WA	MONETT-KEATI	MONI	NONE	378
873	21335	062184	CHATTAHOOCHEE, FL	CESSNA	182P	SERIOUS	116
874	734FP	062284	KILBOURNE, IL	CESSNA	172N	NONE	166

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879	21770	070184	INDIANAPOLIS, IN	NORTH AMERIC	P-51 MUSTA	NONE	176
880	9487F	070384	EDEN PRAIRIE, MN	HUGHES	269B	NONE	234
881	39717	063084	HAMILTON, OH	WACO	UPF-7	NONE	300
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883	26938	071484	VACAVILLE, CA	GRUMMAN	AA-5A	NONE	74
884	44190	062284	SACRAMENTO, CA	PIPER	PA-28-151	NONE	66
885	269L	042384	DULCE, NM	HELIO	H-295	NONE	278
886	7660V	061584	CIRCLEVILLE, UT	ROCKWELL	CALLAIR A-	NONE	346
887	73561	053084	CHEYENNE, WY	CESSNA	172M	MINOR	396
888	661SR	060284	JUNCTION, UT	CESSNA	182P	NONE	344
889	2373F	052584	LIVINGSTON, MT	CESSNA	210E	NONE	250
890	86520	032684	TIFTON, GA	CESSNA	337E	MINOR	138
891	737QE	020384	TAPPEN, ND	CESSNA	TR182	FATAL	266
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899	4650L	063084	GRENADA, MS	CESSNA	172G	MINOR	248

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903	2477L	040184	HAGERSTOWN, MD	CESSNA	172H	SERIOUS	198
904	49185	070884	FLINT, MI	CESSNA	152	MINOR	216
905	4048F	062384	BATAVIA, IL	BARNES	AX-7	NONE	168
906	40712	062584	KANKAKEE, IL	PIPER	PA-32-260	NONE	170
907	9907L	052084	TALLASSEE, AL	GRUMMAN	AMERICAN A	MINOR	32
908	733LA	062184	GREELEY, CO	CESSNA	172	NONE	98
909	30118	061684	TAOS, NM	SCHEIBE	ZUGVOGEL I	NONE	280
910	153M	062184	GALLUP, NM	CESSNA	180	NONE	282
911	77110	122184	BURLINGTON, VT	CESSNA	140	NONE	356
912	733UH	062784	EVERETT, WA	CESSNA	172	NONE	372
914	63974	080184	HYANNIS, NE	PIPER	PA-23-250T	NONE	274
915	39963	071884	WEST PLAINS, MO	MORGAN T. ME	SKY RIDER	FATAL	242
916	4025K	061284	PASCO, WA	AYRES	S2R-1820	NONE	358
917	5177Y	062384	COLUMBUS, OH	ROBERT B. BO	GLASAIR RG	FATAL	298
918	5537W	070884	TOPEKA, KS	CESSNA	P210N	MINOR	182
919	1106B	070184	OSSED, MI	GLASFLUGEL	LIBELLE	NONE	214
920	NONE	071684	GRAND ISLAND, NE	ROTEC	RALLY 3	SERIOUS	272
921	8684U	071684	ALPENA, MI	CESSNA	172	NONE	220
922	2492B	071484	ALMONT, MI	PIPER	PA-38-112	NONE	218
923	8719	071584	SAN MIGUEL, CA	TRAVEL AIR	4000	FATAL	76
924	6869B	040184	FACTORYVILLE, PA	PIPER	PA-22-150	NONE	322
925	46837	040184	HOPEDALE, MA	ČESSNA	152	NONE	196

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File Order Listing - Issue No. 5, 1984

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
927	5894U	112484	PENNINGTON, NJ	PIPER	CHEROKEE 1	MINOR	276
928	6079R	042884	COCKEYSVILLE, MD	MACHEN SUPER	PA-60-601P	FATAL	202
929	2472U	042084	BAD AXE, MI	CESSNA	172D	NONE	206
930	281B	050784	STONE LAKE, WI	COLONIAL	C-2	FATAL	380
931	1062G	053184	GRAYSLAKE, IL	ADAMS	A55S	SERIOUS	160
932	1394H	061384	TROY, MI	ROBERT JUDD	SONERAI II	NONE	212
933	1244K	061184	CENTER VILLAGE, OH	LUSCOMBE	88	NONE	296
934	42984	052284	ENGLEWOOD, CO	PIPER	PA-34-220T	NONE	92
935	3604U	042284	FARGO, ND	BALLOON WORK	FIREFLY 7B	SERIOUS	268
936	1119L	051184	FORT MYERS, FL	CONSOLIDATED	LAKE LA-4	FATAL	106
937	8467U	063084	BEND, OR	CESSNA	172	NONE	320
938	1790X	063084	RECLUSE, WY	CESSNA	210L	SERIOUS	400
939	4E	071984	ND.MYRTLE BEACH, SC	BEECH	95-855	NONE	328
940	94111	062984	FT. WAYNE, IN	CESSNA	152	NONE	174
941	2166Y	072484	MIAMI, FL	PIPER	J3C-65	NONE	130
942	5299U	021284	CHESAPEAKE, VA	CESSNA	172RG	FATAL	350
943	2748C	07 1084	EDGERTON, WI	CESSNA	170B	NONE	386
944	35140	080784	WINTERSET, IA	CESSNA	177B	NONE	154
945	953	062584	CONCORD, CA	BELL	47G-2	NONE	68
946	5752P	071784	FOLSOM, CA	PIPER	PA-24-250	SERIOUS	82
947	NONE	080484	THOUSAND OAKS, CA	EIPPER	QUICKSILVE	SERIOUS	84
948	5553N	071684	TRACY, CA	HOWARD-JOBMA	DGA-15P	NONE	80
949	6104M	072684	PANAMA CITY, FL	CESSNA	152	MINOR	132
. 950	7445R	071584	SCOTTSDALE, AZ	PIPER	PA-28-140	MINOR	42
951	4044F	071784	W BOUNTIFUL, UT	CESSNA	172	SERIOUS	348

Eil Numb			Location	Á Make 	ircraft Model 	Injury Index	Page
95	2 7695	N 060684	DOVE CREEK, CO	BEECH	V35A	NONE	94
95	3 3681	E 062884	LAKE BENTON, MN	PIPER	PA~36-300	NONE	232
95	4 757D	R 062584	PARK FALLS, WI	CESSNA	152	NONE	382
95	5 6584	062584	MAHNOMEN, MN	GRUMMAN	G-164A	NONE	230
95	6 2898	Q 081384	CHESTERFIELD, MO	CESSNA	172L	NONE	244
95	7 8055	W 061084	MADISON, IN	GRUMMAN	AA-1C	NONE	172
95	8 7443	R 060384	LANSING, IL	PIPER	PA-28-140	MINOR	162
95	9 1017	4 052884	DRUMMOND ISLAND, MI	BELL	47G	SERIOUS	208
96	0 751A	A 061884	LITTLE FALLS, MN	CESSNA	152	NONE	228
96	1 6700	H 070884	LAKE GENEVA, WI	CESSNA	172M	NONE	384
96	3 1364	J 032484	RAMONA, CA	NORTH AME	RIC T-6G	MINOR	50
96	3 6402	G 032484	RAMONA, CA	CESSNA	150K	MINOR	52
96	4 8481	V 050984	BAY CITY, TX	ROCKWELL	INT S-2R	FATAL	342
96	5 7776	V 040684	LAMONT, OK	ROCKWELL	A-98	NONE	306
96	6 6381	3 050184	UKIAH, CA	PIPER	PA-23-250	FATAL	58
96	7 705W	060384	FREMONT, CA	MOLINO OY	PIK 20E	NONE	60
96	8 530Н	A 062784	YUBA CITY, CA	HILLER	UH-12E	NONE	70
96	9 8001	E 071484	HOLLYWOOD, FL	LAKE	LA-4-200	SERIOUS	128
97	о 73те	052484	BLOOMSBURG, PA	CESSNA	T210M	FATAL	324
97	1 9231	A 061984	LA GRANDE, OR	CESSNA	1704	NONE	318
97	2 2426	P 072884	NAHUNTA, GA	PIPER	PA-38-112	NONE	146
97	3 9096	G 051484	FAIRBANKS, AK	CESSNA	182N	MINOR	18
97	4 69GV	041884	BELLE CHASSE, LA	CESSNA	185F	SERĻOUS	194
97	5 21AT	071184	BEUAMONT, KS	CESSNA	172	NONE	184
97	6 5110	F 072084	JOHN'S ISLAND, SC	CESSNA	172F	MINOR	330

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File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
977	4886T	070184	HICKORY, NC	PIPER	PA-34-200	NONE	264
9,78	22457	020984	BLUEFIELD, WV	PIPER	PA-32RT-30	FATAL	390
97 9	1964J	062884	PASCO, WA	CESSNA	T188C	NONE	374
980	29359	081284	CHINLE, AZ	CESSNA	210L	MINOR	44
981	26VE	041884	PURCELL, OK	BEASLEY, GER	VARIEZE	SERIOUS	310
982	92FA	041784	OKLAHOMA CITY, OK	CESSNA	500	NONE	308
983	8284F	041584	MONTEREY, LA	CESSNA	150F	SERIOUS	192
984	2177Q	041584	GRAND ISLE, LA	CESSNA	A185F	NONE	190
985	1VE	020684	HUGO, OK	PIPER	PA-30B	FATAL	304
987	3476Y	072784	CHICKEN, AK	CESSNA	180H	MINOR	28
988	3241D	081384	BURGRESS STRIP, AK	CESSNA	180	NONE	30
989	6479L	042584	ANCHORAGE, AK	CESSNA	152	NONE	12
989	45928	042584	ANCHORAGE, AK	CESSNA	152	NONE	10
990	46547	071784	FAYETTEVILLE, WV	CESSNA	172K	NONE	392
991	390AC	030784	BENSON, NC	BEECH	2000	NONE	254
991	9162Y	030784	BENSON, NC	PIPER	PA-31T	NONE	252
992	210AV	081084	COULTERVILLE, CA	CESSNA	T210M	MINOR	86
993	6301E	070684	CHESTER, CA	CESSNA	172N	NONE	72
994	4452Y	061084	SATANTA, KS	PIPER	PA-25-235	SERIOUS	178
995	4167Y	040884	HOUSTON, TX	BELLANCA	8GCBC	FATAL	340
996	8424J	081884	PALO ALTO, CA	CESSNA	150G	NONE	88
997	4004C	031284	BL ANCO, T X	STINSON	108-3	MINOR	338
998	49853	061784	BURNS, OR	CESSNA	152	MINOR	316
999	772AW	070184	LACENTER, WA	BEECH	M35	NONE	376
1000	6797Z	062984	ATWOOD, KS	PIPER	PA-25-235	NONE	180

i p AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 5 OF 1984 ACCIDENTS

Brief of Accident

-Basic Information Type Operation Type Operation Type Operation Type Operation SUBSTANTIAL Fire Crew 0 0 1 0 SUBSTANTIAL Fire Crew 0 0 1 0 Accident Occurred During	File No 8	371 2,	/28/84	TALKEETNA,	AK 	A/C Reg. No	N10719	-	[ime (Lcl) ·	- 1545	AST	
SUBSTANTIALFatal Serious Minor NoneType of Operation-INSTRUCTIONALFireCrew 000AdvFight Tim Figh			to-NONE (GENERAL AVT		rcraft Dama			Tniu	ries		
Type of Operation -INSTRUCTIONAL Fire Crew 0 0 1 0 Plight Conducted Under -14 CFR 91 DN GROUND Pass 0 0 0 0 Accident Occurred During -LANDING -Aircraft Information Make/Model - CONTINENTAL D-200-A ELT InstalleD/Activated - YES/V Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Weather Data Utinerary Airport Data Basic Weather - WKC LOCAL Runway Ident - N/A Visibility - 60.0 SM ATC/Airspace Runway Lifwid - N/A Lowest Sky/Clouds - 9000 FT SCATTERED Type of Clearance - TRAFFIC ADDISORY Runway Status - N/A Lowest Sky/Clouds - 9000 FT SCATTERED Type of Clearance - TRAFFIC ADDISORY Runway Status - N/A Lowest Sky/Clouds - 0000 FT SCATTERED Type of Clearance - TRAFFIC ADDISORY Runway Status - N/A Lowest Sky/Clouds - 0000 FT SCATTERED Type of Clearance - TRAFFIC ADDISORY Runway Status - N/A Lowest Sky/Clouds - 0000 FT SCATTERED Type of Clearance - TRAFFIC ADDISORY Runway Status - N/A Lowest Sky/Clouds - 0000 FT SCATTERED Type of FORCED LANDING Precipitation - NOME Current - N/A Total - 35 Last 24 Hrs - UNK/NR STUDENT Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Filight Time (Hours) Current - N/A Total - 35 Last 20 Days - G Instrument Rating(s) - NONE	Type operating	g oci en rea		GENERAL AVI				Fatal			r	None
Filight Conducted Under -14 CFR 91 DN GROUND Pass 0 0 0 Accident Gocurred During -LANDING -Anordati Information Make/Model - CONTINENTAL 0-200-A ELT InstalleM/Activated - YES/Y Make/Model - CESSNA 150L Eng Make/Model - CONTINENTAL 0-200-A ELT InstalleM/Activated - YES/Y Max Gross Wt - 1600 Pass 0 0 Max Gross Wt - 1600 Eng ins Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP -Environment/Operations Information Wathering Airport Proximity Washiering - FSS Last Departure Point OFF AIRPORT/STRIP Method - UMK/NR Destination Airport Data Basic Weather - VMC LOA Runway Ident - N/A Visibility - 60.0 SM ATC/Airspace Runway Surface N/A Lowest Sky/Clouds - 9000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A N/A Lowest Sky/Clouds - 9000 FT BENKEN Type of Flight Plan - NONE Runway Status N/A Precipitation	Type of Opera	tion	-INSTRU	JCTIONAL								
Aircraft Information Make/Model - CESSNA 150L Eng Make/Model - CONTINENTAL 0-200-A ELT InstalleU/Activated - YES/Y Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Ital Warning System - YES Maxed Power - 100 HP Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Wathod - UNK/NR Destination Airport Data Basic Weather - YMC Destination Airport Data Basic Weather - VMC Destination Airport Data Basic Weather - VMC Destination Airport Data Basic Weather - YMC Destination Airport Power - N/A Unway Ident - N/A Visibility - 60.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 9000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Dobtructions to Vision NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Current - N/A Total - 35 Last 24 Hrs - UNK/NR STUDENT Age - 27 Medical Certificate - VALID MEDICAL-ND WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Age - 100 Marke/Model - 35 Last 24 Hrs - UNK/NR Aircraft Type - N/A Instrument - 0 Last 90 Days - 6 Instrument Rating(s) - NONE 	2,							õ	-	0)	Ō
Aircraft Information Make/Model - CESNA 150L Landing Gear - TRICYCLE-FIXED Mumber Engines - 1 Stall Warning System - YES Max Gross Wt - 1600 Max Gross Wt - 1600 Mumber Engines - 1 Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Number Engines - 1 Stall Warning System - YES Stall Warning System - YES Stall Warning System - YES Max Gross Wt - 1600 HP Environment/Operations Information Weather Data Wt Briefing - FSS Last Departure Point Grompleteness - UNK/NR Destination Completeness - UNK/NR Destination Mind Dir/Speed 020/015 KTS Visibility - 60.0 SM Lowest Ceiling - 15000 FT BROKEN Usisubility - 60.0 SM Lowest Ceiling - 15000 FT BROKEN Precipitation - NONE Condition of Light - DAVLIGHT -Personnel Information Pilot-In-Command Gertificate(s)/Rating(s) STUDENT Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Gertificate(s)/Rating(s) STUDENT Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Gertificate(s)/Rating(s) STUDENT Months Since - N/A Aircraft Type - N/A Instrument Rating(s) - NONE None N	Accident Occur	rred During	~LANDIN									
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Weather Data UMK/NR SAME AS ACC/INC Completeness - UMK/NR Destination Airport Data Basic Weather - WC LOCAL Runway Ident - N/A Wind Dir/Speed - 020/015 KTS Runway Ident - N/A Usest Sky/Clouds - 9000 FT SCATTERED Type of Flight Plan - NONE Runway Ident - N/A Lowest Ceiling - 15000 FT BROKEN Type of Clearance - TRAFFIC ADVISORY Runway Status - N/A Lowest Ceiling - 15000 FT BROKEN Type of Clearance - TRAFFIC ADVISORY Runway Status - N/A Lowest Ceiling - 15000 FT BROKEN Type of Clearance - TRAFFIC ADVISORY Runway Status - N/A Lowest Ceiling - DAVLIGHT -Personnel Information Pilot-In-Command Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) - NONE -Narrative DOWNWIND FOR A TOUCH AND GO, THE STUDENT PILOT NOTICED A STRANGE ENGINE NOISE. SHE ELECTED TO DO ANOTHER TOUCH & GO, URING A TURN FROM CROSSWIND TO DOWNWIND, A TOTAL LOSS OF POWER OCCURED. A FORCED LANDING WAS ATTEMPTED ONTO A ROAD. LDREN WERE CROSSING THE ROAD AND DISTRACTED THE PILOT. THE RIGHT WING STUCKA A TREE AND THE AIRCMAFT THEN STRUCK GROUND INVERTED, AN EXAM REVEALED THAT THE MUFFLER TUBE HAD CORRODED ENOURE TO DISPLACE THE KORF THEN STRUCK GROUND INVERTED, AN EXAM REVEALED THAT THE MUFFLER TUBE HAD CORRODED ENOURE TO DISPLACE THE END OF THE E AGAINST THE FIREWALL ALLOWING HOT GASES TO ESCAPE. THE GASES BURNED THE WIRE MURCH CONTAINING PRIMARY MAGNETO	-Aircraft Information	ation			**							
Landing Gear - IRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Weather Data USK/NR SAME AS ACC/INC Completeness - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed - 020/015 KTS ATC/Airspace Runway Ident - N/A Visibility - 60.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 9000 FT SCATTERED Type of Flight Plan - NONE Runway Status - N/A Lowest Ceiling - 15000 FT BROKEN Type of Clearance - TRAFFIC ADVISORY Runway Status - N/A Lowest Ceiling - 15000 FT BROKEN Type of Clearance - TRAFFIC ADVISORY Runway Status - N/A Lowest Ceiling - DAVLIGHT -Personnel Information Pilot-In-Command Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Age - 27 Medical Certificate - 35 Last 24 Hrs - UNK/NR Months Since - N/A Total - 35 Last 20 Bays - 0K/NR/NR Months Since - N/A Total - 35 Last 30 Days - 6 Aircraft Type - N/A Instrument - 0 Last 90 Days - 6 Aircraft Type - N/A Instrument - 0 Last 90 Days - 6 Aircraft Type - N/A Instrument - 0 Last 90 Days - 6 CRONWIND FOR A TOUCH AND GO, THE STUDENT PILOT NOTICED A STRANGE ENGINE NOISE. SHE ELECTED TO DO ANOTHER TOUCH & GO, URING A TURN FROM CROSSWIND TO DOWNIND, A TOTAL LOSS OF POWER OCCURED. A FORCED LANDING WAS ATTEMPTED ONTO A ROAD. LDREN WERE CROSSING THE ROAD ADD DISTRACTED THE PILOT. THE RIGHT WING STRUCK A TRE AND THE AIRCRAFT THEN STRUCK GROUND INVERTED, AN EXAM REVEALED THAT THE MUFFLER TUBE HAD CORRODED ENGURED TO DISPLACE THE END OF THE E AGAINST THE FIREWALL ALLOWIND HOT GASES TO ESCAPE. THE GASES BURNED THE WIRE MADLE CONTAIN	Make/Model	- CESSNA 1	50L		Eng Make/Model	- CONTINE	TAL 0-200-A	ELT	Installed/	Activat	ed -	YES/YES
Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP Weather Data Itinerary Airport Proximity Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point DFF AIRPORT/STRIP Method - UNK/NR SAME AS ACC/INC Off AIRPORT Data Basic Weather - VMG LOCAL Runway Ident - N/A Wind Dir/Speed - 020/015 KTS Runway Ident - N/A Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 9000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 15000 FT BROKEN Type of Clearance - TRAFFIC ADVISORY Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Ourrent - N/A Total - 35 Last 24 Hrs - UNK/NR STUDENT Aircraft Type - N/A Instrument - 0 Last 90 Days - 6 Months Since - N/A Make/Model - 35 Last 24 Hrs - UNK/NR STUDENT Current - N/A Total - 35 Last 24 Hrs - UNK/NR Months Since - N/A Make/Model - 35 Las	Landing Gear	- TRICYCLE	-FIXED		Number Engines	- 1		Sta	11 Warning S	System	- YES	5
No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point DFF AIRPORT/STRIP Method - UNK/NR SAME AS ACC/INC Completeness - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed 020/015 KTS Runway Ident - N/A Usest Sky/Clouds - 9000 FT SCATTERED Type of Flight Plan - NONE Runway Staface - N/A Lowest Celling - 15000 FT BROKEN Type of Clearance - TRAFFIC ADVISORY Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAVLIGHT -Personnel Information Pilot-In-command Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Age - 10 Months Since - N/A Make/Model - 35 Last 30 Days - UNK/NR Aircraft Type - N/A Instrument - 0 Last 90 Days - 6 Instrument Rating(s) - NONE -Narrative DOWNWIND FOR A TOUCH AND GO, THE STUDENT PILOT NOTICED A STRANGE ENGINE NOISE. SHE ELECTED TO DO ANOTHER TOUCH & GO. URING A TURN FROM CROSSWIND TO DOWNWIND, A TOTAL LOSS OF POWER OCCURRED. A FORCED LANDING MAS ATTEMPTED ONTO A ROAD. LDREN WERE CROSSING THE ROAD AND DISTRACTED THE PILOT. THE RIGHT WING STRUCK A TREE AND THE AIRCRAFT THEN STRUCK GROUND INVERTED, AN EXAM REVEALED THAT THE MUFFLER TUBE HAD CORROPED ENOUGH TO DISPLACE THE END OF THE E AGAINST THE FIREWALL ALLOWING HOT GASES TO ESCAPE. THE GASES BURNED THE WINCE CONTAINING PRIMARY MAGNETO	Max Gross Wt	- 1600			Engine Type	- RECIPROC	CATING-CARBUR	ETOR	_			
Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - UNK/NR Destination Airport Data Basic Weather VMC LOCL Airport Data Wind Dir/Speed- 020/015 KTS LOCAL Runway Ident - N/A Wind Dir/Speed- 020/015 KTS Runway Lith/Wid - N/A Lowest Sky/Clouds - 9000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 15000 FT BROKEN Type of Clearance - TRAFFIC ADVISORY Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Current - N/A Total - 35 Last 24 Hrs - UNK/NR Condition of Light DAVLIGHT Eulennial Flight Review Flight Time (Hours) Current - N/A Total - 35 Last 24 Hrs - UNK/NR STUDENT Current - N/A Instrument- O Last 90 Days- 6 Nanths Since - N/A Instrument- O Last 90 Days- 6 Narrative -					Rated Power	- 100 H	1P					
Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - UNK/NR SAME AS ACC/INC Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 020/015 KTS Runway Ident - N/A LOCAL Runway Lth/Wid - N/A Usibility - 60.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 9000 FT SCATTERED Type of Clearance - TRAFFIC ADVISORY Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - N/A Orentificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - Current - N/A Make/Model- 35 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument A Total - 35 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 6 Instrument Rating(s) - NONE - NA Make/Model- 35 Last 30 Days- UNK/NR Nonths Since - N/A Instrument- 0 Last 90 Days- 6	-Environment/Oper	ations Inf	ormation-									
Method - UNK/NR SAME ÅS ACC/INC Completeness - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-020/015 KTS Runway Ident - N/A Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 9000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 15000 FT BROKEN Type of Clearance - TRAFFIC ADVISORY Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - FORCED LANDING - N/A Precipitation - NONE Dype of Clearance - TRAFFIC ADVISORY Runway Status - N/A -Personnel Information Pilot-In-Command Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - N/A STUDENT Current - N/A Total - 35 Last 24 Hrs - UNK/NR Months Since - N/A Make/Model- 35 Last 30 Days- UNK/NR Instrument Rating(s) - NONE <t< td=""><td>Weather Data</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	Weather Data											
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DS TO BOTH MAGNETOS AND THE LANDING LIGHT. THE ACFT WAS 37 HOURS OVER DUE FOR A 100 HOUR INSPECTION.										GNETO		
	DS TO BOTH MAGNE	TOS AND THE	LANDING	LIGHT. THE	ACFT WAS 37 HOURS	OVER DUE	OR A 100 HOU	R INSPECT	ION.			

File No 87	1 2/28/84 TALKEETNA,AK	A/C Reg. No. N10719	Time (Lcl) - 1545 AST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE/MALF APPROACH - VFR PATTERN - DOWNWIND	UNCTION	
 EXHAUST SYSTEM,N MAINTENANCE - 	INADEQUATE - IGNITION LEAD - BURNED		
Ccurrence #3 Chase of Operation	IN FLIGHT COLLISION WITH OBJECT LANDING		
		- PILOT IN COMMAND	
	IN FLIGHT COLLISION WITH TERRAIN LANDING		
Probable Cause			

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

.

Brief of Accident

Type Operating	Certificate	-NONE (GENER	AL AVIATION)	Aircraft SUBSTANI		50	tal	Inju Serious		None
Type of Operati	on	-PERSONAL		Fire	IAL	Crew	0	0	0	1
Flight Conducte Accident Occurr	ed During	-14 CFR 91 -MANEUVERING		NONE		Pass	0	0	0	1
ircraft Informat	ion									
	MAULE M-5-			<pre>ke/Mode1 - LYCC</pre>	MING 0-540-	J1A5D		nstalled/		
Landing Gear - Max Gross Wt -		ALL FIXED	Engine	Engines - 1	P-FUEL INJE	CTED	Sta	all Warniı	ng System	- YES
No. of Seats -			Rated I		35 HP					
nvironment/Opera	tions Infor	mation								
eather Data			Itinerary					roximity		
Wx Briefing Method	- NO RECOR - N/A	D OF BRIEFIN	G Last Dep MCGRA	parture Point [H.AK		0	FF AIR	PORT/STRI	>	
Completeness			Destinat			Airp	ort Da	ta		
Basic Weather		•	MCGRA	ΓH, AK						
Wind Dir/Spee									- N/A	
Visibility	- 20.0	SM	ATC/Airspa TTERED Type of	ace	NONE			Lth/Wid		
Lowest Ceilir	ouas -	UNK/NR		Clearance				Surface Status	- N/A - N/A	
Obstructions	to Vision-		Type Ap		NONE		unway .	Status	N/ A	
Precipitation			. jpcp.	, 2.109						
Condition of	Light -	DAYLIGHT								
ersonnel Informa								_		
Pilot-In-Command			Age - 59		ledical Cert					
Certificate(s) COMMERCIAL	/Rating(s)		Biennial Flig Current	- UNK/NR	Total	Flight Ti ~ UNK/NR			4 Hrs - U	
SE LAND, ME				nce - UNK/NR		del- UNK/NR) Days- U	
SC LAND, ME	CAND			Type - UNK/NR		ent- UNK/NR			Days U Days- U	
				.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		ng - UNK/NR			raft - U	
Instrument	Rating(s)	- AIRPLANE								
arrative										
ILOT TOLD FLIGH							DACCE	NCED WAS		C
OTOGRAPH SOMETH			THE AIRCRAFT S	TROCK THE GROOT	WHILE CIR	CEING. HIS	FAJJLI	NGLK WAS	ATTEMPTIN	G

File No. - 870 3/08/84 MCGRATH,AK A/C Reg. No. N56304 Time (Lcl) - 1145 AST

Occurrence IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING

Finding(s)

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1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - 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

Brief of Accident

-

Type Operating Certificate-NON	E (GENERAL AVIATION)	Aircraft Damag	ae		Injur	ies	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -AER	IAL OBSERVATION	Fire	Crew	0	0	0	1
Flight Conducted Under -14 Accident Occurred During -LAN		NONE	Pass	0	0	0	0
ircraft Information							
Make/Mode1 - CESSNA U206G		e/Model - CONTINENT	TAL IO-520		nstalled/A		
Landing Gear - AMPHIBIAN		Engines - 1		St	all Warnin	g System	- YES
Max Gross Wt - 3600	Engine						
No. of Seats - 6	Rated P	ower - 300 HF	, 				
nvironment/Operations Informati							
leather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF		arture Point		ON AIRP	'UR I		
Method - N/A Completeness - N/A		S ACC/INC		Airport Da			
Basic Weather - VMC	Destinati LOCAL	on			LILLY LAKE		
Wind Dir/Speed- 310/014 KTS	LUCAL				Ident -	-	
Visibility - 15.0 SM	ATC/Airspa	68			Lth/Wid -		
	0 FT SCATTERED Type of				Surface -		
Lowest Ceiling - NONE		Clearance - NONE			Status -		СНОРРУ
Obstructions to Vision- NONE				(carine)	010100		
Precipitation - NONE		., <u>.</u>					
Condition of Light - DAYL	IGHT						
Personnel Information	·						
Pilot-In-Command	Age - 33	Medica	al Certificat	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
	Biennial Fligh	t Review	Fligh	nt Time (Ho	ours)		
Certificate(s)/Rating(s)	Current		otal -	700		Hrs - UN	K/NR
Certificate(s)/Rating(s) PRIVATE	Months Sin	ce – UNK/NR Ma	ake/Model-			Days- UN	K/NR
			nstrument-	0	Last 90	Days-	15
PRIVATE		ype - UNK/NR II					
PRIVATE SE LAND,SE SEA	Aircraft T	ype - UNK/NK Ir					
PRIVATE	Aircraft T	ype - UNK/NK Ir					
PRIVATE SE LAND,SE SEA Instrument Rating(s) - NC	Aircraft T	ype - UNK/NK Ir					
PRIVATE SE LAND,SE SEA	Aircraft T DNE		ACFT WOULD	NOT CLIMB A	AFTER LIFT-		

IN THE AREA REPORTED THAT THE WIND CAN BE VERY UNPREDICTABLE.

File No. - 869 4/03/84 KODIAK, AK A/C Reg. No. N4726U Time (Lc1) - 0900 AST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION - GUSTS 3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND 4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND _____ Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF Finding(s) 5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 6. WATER 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) 5

Factor(s) relating to this accident is/are finding(s) 1.2

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Brief of Accident

Basic Information- Type Operating C	 Certificate-NONE (GENERAL AVIATI	ON) Air	rcraft Damage			Inj	uries	
			รเ	JBSTANTIAL		Fatal	Serious	s Minor	None
5	on -PERSON Under -14 CFF ed During -LANDIN	8 91	Fin	re DNE	Crew Pass	0 0	0 0	1 0	0 0
Aircraft Informati	on								
	BELLANCA 7GCBC		Eng Make/Model	- LYCOMING O	-320-A2B	ELT	Installed	d/Activated	H - YES/YE
Landing Gear -	TAILWHEEL-ALL FIX	(ED	Number Engines				Stall Warr	ning System	n - NO
Max Gross Wt -	1650		Engine Type	- RECIPROCAT	ING-CARBURE	TOR			
No. of Seats -	2		Rated Power	- 150 HP					
Environment/Operat	ions Information								
Weather Data			nerary				Proximity	/	
	- NO RECORD OF BE	RIEFING L	ast Departure I			ON AI	RPORT		
	- N/A		SAME AS ACC/I	NC					
Completeness		De	stination			Airport			
Basic Weather			LOCAL				LL FIELD		
Wind Dir/Speed							y Ident		
Visibility			/Airspace			Runwa	y Lth/Wid	- 2469/	60
	ouds - 10000 l							- ASPHALI	Г
Lowest Ceiling	g - 18000 I			ce - NONE		Runwa	y Status	- DRY	
Obstructions 1	o Vision- NONE	Т	ype Apch/Lndg	- STRAIG	HT-IN				
	- NONE								
	ight - DAYLIG								
Personnel Informat									
Pilot-In-Command		Age -			Certificat			-WAIVERS/L1	IMIT
Certificate(s)/	'Rating(s)		1 Flight Review			t Time (
STUDENT			rent - N,	A Tota	al -	23	Last	24 Hrs - l	
			ths Since - N,	A Make	e/Model-	11	Last	30 Days- l	
		Air	craft Type - N,	A Ins	trument-	0	Last	90 Days-	11
Instrument F	Rating(s) - NONE								
Narrative							10017 15	ET AC:	
STUDENT PLT REPORT									
BOUNCED ON THE RU									
THE RWY, KNOCKED C				ANCHURAGE WEA	THER OBSERV	AIIUN FA	CILITY REF	VURIED AT	
B HOURS THAT THE AI	RPURT'S WIND WAS	FRUM 300 DEG A	1 4 KTS.						

PAGE 8

File No. - 862 4/09/84 ANCHORAGE, AK A/C Reg. No. N68578 Time (Lcl) - 1809 AST -----Occurrence #1 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 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND ______ Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND _____ Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 6. GO-AROUND - INITIATED - PILOT IN COMMAND 7. OBJECT - RUNWAY LIGHT 8. OBJECT - FENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

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

Brief of Accident

Type Operating	Certificat	e-NONE (GENERAL	AVIATION)	Aircraft					juries	
T		THETRUSTIC		SUBSTAN			atal	Serious		None
Type of Operat		-INSTRUCTIONAL		Fire		Crew	0	0	0	1
Flight Conducte Accident Occurr		-14 CFR 91 -APPROACH		NONE		°ass)ther	0 0	0 0	0 0	0 1
ircraft Informa	:ion									
Make/Model -	CESSNA 15	2	Eng Make/Mo	del - LYC	OMING 0-235-L2	2C			d/Activate	
Landing Gear		FIXED	Number Engi					tall Warr	ning Syste	m - YES
Max Gross Wt -			Engine Type		IPROCATING-CAF	BURETOR	2			
No. of Seats	· 2		Rated Power	-	110 HP					
nvironment/Opera	tions Info	rmation								
leather Data			Itinerary			Ai		Proximity		
W× Briefing		RD OF BRIEFING	Last Departu				OFF AI	RPORT/STR	RIP	
Method	- N/A		SAME AS AC	C/INC				- • -		
Completeness			Destination			A 1 r	port [
Basic Weather Wind Dir/Spee		VTC	LOCAL				MERRIL			
Visibility		SM	ATC/Airspace					Ident	- 33 - 2469/	60
Lowest Sky/C			Type of Flig	ht Dlan -	NONE				- ASPHAL	
Lowest Sky/C		NONE	Type of Clea					Status	- DRY	1
Obstructions			Type of Crea Type Apch/Ln		FULL STOP		Kunway	Status	DRI	
Precipitation			Type Aperly El	ug	TOLL STOP					
Condition of										
Personnel Informa	ation									
Pilot-In-Command	t		Age - 26		Medical Certi	icate -	- VALIE	MEDICAL	-WAIVERS/L	IMIT
Certificate(s)	/Rating(s)		Biennial Flight Re	view	F	light 1	⊺ime (⊦	lours)		
STUDENT	_		Current	- N/A	Total	- 2	26	Last	24 Hrs -	1
			Months Since		Make/Mode1	- 2	26	Last	30 Days-	4
			Aircraft Type	- N/A	Instrument	-	1	Last	90 Days-	8
Instrument	Rating(s)	- NONE								
Jarrative										
	SSNA 152	N45928. WAS THE	OUND TO LAND ON RW	Y 33 AT M	FRRII FIFID /	T THE			NOTHER	
NT PLT IN CESSN	152. N647	9L. WAS DEPARTI	NG FROM RWT 15. TH	E STUDENT	IN N64791 WAS			A "CITY H	HTGH"	
TURE. AFTER TAK	NG OFF. HE	TURNED EASTBOU	IND & CONVERGED WIT	H N45928	WHICH WAS ON A	WESTER		DING. N45	5928	
			IN RWT 33. TOWER PE							
/ER, NEITHER PLT	SAW THE OT	HER ACFT UNTIL	JUST PRIOR TO COLL	IDING. TH	E VERTICAL STA	BILIZER	OF NO	479L HIT	THE	
			ELY; BUT THE PLT O							
BECOME JAMMED.										

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F11e No 989	4/25/84 A	NCHORAGE, AK	A/C Reg.	No. N45928	Time (Lc1) - 1250 AST
Occurrence MIDA Phase of Operation APPR	IR COLLISION				
Finding(s)					
1. VISUAL LOOKOUT - INAD	EQUATE - PILOT	IN COMMAND			na an a
2. VISUAL LOOKOUT - INAD	EQUATE - PILOT	OF OTHER AIRCRAFT			
Probable Cause					

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

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Brief of Accident

File No 989 4/25/84 ANCH	IORAGE, AK A/C	Reg. No. N6479L	т	ime (Lc1) -	1250 AST	
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -CLIMB		raft Damage TANTIAL Crew Pass Other	Fata1 0 0 0	Injur Serious O O O	ies Minor O O O	None 1 0 1
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engines -	LYCOMING D-235-L2C 1 RECIPROCATING-CARBURE 110 HP	S	Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 290/006 KTS Visibility - 80.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary NG Last Departure Poi SAME AS ACC/INC Destination TALKEETNA,AK ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	in - VFR - NONE	OFF AI Airport D MERRIL Runway Runway Runway Runway	L Ident - Lth/Wid - Surface -	15 2469/	60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - 28 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-15	Medical Certificat Fligh Total - Make/Model- 2 Instrument-	t Time (H		Hrs - Days-	'LIMIT 1 10 25
A STUDENT PLT IN A CESSNA 152, N45928, WAS STUDENT PLT IN CESSNA 152, N6479L, WAS DEPA DEPARTURE. AFTER TAKING OFF, HE TURNED EAST HAD BEEN INSTRUCTED TO ENTER TRAFFIC TO LAN HOWEVER, NEITHER PLT SAW THE OTHER ACFT UNT LOWER FUSELAGE OF N45928. BOTH ACFT LANDED BECOME JAMMED.	RTING FROM RWT 15. THE STUE BOUND & CONVERGED WITH N459 O ON RWY 33. TOWER PERSONEL IL JUST PRIOR TO COLLIDING.	DENT IN N6479L WAS CLE D28 WHICH WAS ON A WES ADVISED EACH PLT OF THE VERTICAL STABILI	ARED FOR TERLY HEA THE OTHER ZER OF NG	A "CITY HIG DING. N4592 'S POSITION 479L HIT TH	11" 28 1; 16	

File No 989	4/25/84	ANCHORAGE, AK	A/C Reg. No. N6479L	Time (Lc1) - 1250 AST
	MIDAIR COLLISION TAKEOFF			
Finding(s) 1. VISUAL LOOKOUT - 2. VISUAL LOOKOUT -				
Probable Cause				

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

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Brief of Accident

Type Operating C	erthicate	NONE (GENERAL	AVIATION)	Aircraft SUBSTANT	•	Fat	al Se	Injur [.] rious	Minor	None
Type of Operatio	n	-POSITIONING		Fire			0	0	0	0
Flight Conducted				NONE	Pa	ass	0	0	0	0
Accident Occurre	0				0	ther 	0	0	0	1
Aircraft Informati										
Make/Model -					INENTAL C-90-	12F				ed - NO -N,
Landing Gear -		ALL FIXED	Number Eng				Stall	Warning	g Syste	em - NO
Max Gross Wt -			5 11		PROCATING-CAR	BURETOR				
No. of Seats -	2		Rated Powe	~ <u>-</u> 	90 HP					
Environment/Operat	ions Infor	mation								
Weather Data			Itinerary				ort Pro>			
	- UNK/NR - UNK/NR		Last Depart SAME AS A			UN	AIRPOR1			
Completeness			Destination			Ainne	ort Data			
Basic Weather			LOCAL				LKEETNA	ATDDODT		
Wind Dir/Speed		ктs	EBOAL				inway Ide			,
Visibility			ATC/Airspace			Ru	inway Lth	/Wid -		
Lowest Sky/Clo		8000 FT SCATT	ERED Type of Fli				inway Sur			
Lowest Ceiling	-	20000 FT	Type of Cle	arance -	NONE		inway Sta			
Obstructions t		NONE	Type Apch/L	ndg -	NONE					
Precipitation			. •		•					
Condition of L	ight -	DAYLIGHT								
Personnel Informat										
Pilót-In-Command		i	Age - 31		ledical Certif					
Certificate(s)/	Rating(s)	F	Biennial Flight R			light Tim				
PRIVATE			Current			- 90		Last 24		
SE LAND	٩		Months Since		Make/Model Instrument			Last 30 Last 90		
			Aircraft Type	- UNK/NR	Instrument	- 0		Last 90	Days-	UNK/NR
Instrument R	ating(s)	- NONE								
Narrative										
		ST FROM A DRIV	ATE STOTO NEAD DA		N HTS DDODEDT			٨ĸ		
PLT WAS REPOSITION	ING THE AC	FI FRUM A PRIV								

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File No 8	65 5/03/84	TALKEETNA, AK	A/C Reg. No. N95120	Time (Lc1) - 1045 ADT
Occurrence #1 Phase of Operation				
Finding(s) 1. PROPER ASSISTAN 2. STARTING PROCED				
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s) 3. OBJECT - AIRCRA	FT PARKED			
Occurrence #3 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

Brief of Accident

File No 864	5/1	10/84	HOMER, A	к	A/C	Reg. No. Na	346RN	т	ime (Lc1)	- 1630 /	ADT
asic Information- Type Operating C		e-NONE	(GENERAL	AVIATION)		ft Damage				ries	
Turne of Orenetic		DOCIT	TONTNO		-	ANTIAL	0	Fatal	Serious	Mino 0	
Type of Operation Flight Conducted		-14 CF			Fire NONE		Crew		0	0	-
Accident Occurre	ed During				NUNE		Pass				
ircraft Informati	on										
Make/Model -	CESSNA TP2	206D		Eng Make/	'Model - C	ONTINENTAL	IO-520-A	ELT	Installed/	Activate	ed - YES/I
Landing Gear -		IXED			igines -			5	itall Warni	ng Syst	em – YES
Max Gross Wt -				Engine Ty	rpe −R	ECIP-FUEL 1	INJECTED				
No. of Seats -	6			Rated Pov	/er -	285 HP					
nvironment/Operat	ions Infor	mation									
eather Data				Itinerary					Proximity		
Wx Briefing	- NO RECOR	RD OF B	RIEFING	Last Depar		t		OFF AI	RPORT/STRI	Р	
Method	- N/A			BIG LAKE							
Completeness				Destination				Airport D	ata		
Basic Weather				HOMER, AP	ξ			KENAI			
Wind Dir/Speed									Ident	- N/A	
2	- 70.0			ATC/Airspace					/ Lth/Wid		
Lowest Sky/Clo			FT SCATTE	RED Type of Fi					Surface		
Lowest Ceiling		NONE		Type of Ci				Runway	/ Status	- N/A	
Obstructions t				Type Apch/	Lndg	- FORCED I	ANDING				
Precipitation											
Condition of L											
ersonnel Informat Pilot-In-Command			,	.ge - 31		Modical (Contifica		MEDICAL-N		
Certificate(s)/				Siennial Flight	Poview	Medical	Flio	ht Time (F	ours)	O WAIVE	
COMMERCIAL	kat ng(3)			5	- YES	Tota		868		4 Hrs -	5
SE LAND, ME L	AND SE SEA	۱		Months Since			/Model-	75		O Days-	
JE LAND, ME	AND, JL JLA	•		Aircraft Typ			rument-	18		0 Days-	
				Anorate typ			i-Eng -		Last	o baye	0
Instrument F	Rating(s)	- NONE	i								
arrative											
NG QUITE ONCE, BU				TADT IT BY THD					DIFFERENT	APPTS	
THE INITIAL FAIL											
OWLING. APRX 1 HE											
. UNABLE TO MAINT											
ACFT COULD NOT E	BE EXAMINE).									
					·						
										• •	
				DAO	5 16					× .	

File No 80	54 5/10/84 HOMER,AK	A/C Reg. No. N346RN	Time (Lc1) - 1630 ADT
Occurrence #1 Phase of Operation			
Finding(s) 1. FUEL SYSTEM - U			
	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITIO	DN - LOOSE GRAVEL/SANDY		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that	the Probable Cause(s) of this accident	

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

Basic Information							
Type Operating Certificate-N	IONE (GENERAL AVIATION)	Aircraft Da SUBSTANTIA		Fatal	Injur Serious	ies Minor	None
Type of Operation -P	ERSONAL	Fire	L Crew		0	0	1
Flight Conducted Under -1 Accident Occurred During -T	4 CFR 91	NONE	Pass	õ	õ	1	2
Aircraft Information							
Make/Model - CESSNA 182N	Eng Ma	ke/Model - CONTIN	ENTAL 0-470-P	FLT	Installed/A	ctivated	- VES/VE
Landing Gear - TRICYCLE-FIX		Engines - 1			tall Warnir		
Max Gross Wt - 2950	Engine		OCATING-CARBURE			ig system	. 20
No. of Seats - 4	Rated		HP				
Environment/Operations Informa	tion						
Weather Data	Itinerary			Airport	Proximity		
W× Briefing - NO RECORD Method - N/A	OF BRIEFING Last De	parture Point AS ACC/INC		ON AIR			
Completeness - N/A	Destinat			Airport D	ata		
Basic Weather - VMC	BETTL			FAIRBA			
Wind Dir/Speed- CALM						• 10	
•	M ATC/Airsp	ace			Lth/Wid -	-	60
	000 FT SCATTERED Type of		NE		Surface -		
Lowest Ceiling - NO		Clearance - NO			Status -		
Obstructions to Vision- NO				······,			
Precipitation - NO							
Condition of Light - DA	YLIGHT		-				
Personnel Information						~ ~ ~	
Pilot-In-Command	Age - 47	Med	ical Certificat	e – VALID	MEDICAL-WA	IVERS/LIN	IT
Certificate(s)/Rating(s)	Biennial Flig	ht Review	Fligh	t Time (⊦	lours)		
PRIVATE	Current	- YES	Total -	435	Last 24	Hrs -	1
SE LAND	Months Si	nce - 18	Make/Model-	85	Last 30) Days- UN	IK/NR
	Aircraft	Туре - С-182	Instrument- UN	K/NR	Last 90) Days-	12
			Multi-Eng - UN	K/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) -	NONE						
Narrative							
NG TAKEOFF, THE ACFT LIFTED OF							
HED. IT CAME TO REST IN AN INV						IG	
FOUND OTHER THAN IMPACT DAMAG							
NITIATING THE FLT. THE ACFT WA		AT LEAST 210 LBS	OVER ITS MAX AL	LOWABLE G	ROSS WT & T	HE	
AS ESTIMATED TO BE 1.1 INCHES	BEYOND THE AFT LIMIT.						
and the second							
· •						1 ma	

File No 9'	73 5/14/84	FAIRBANKS,AK	A/C Reg. No. N9096G	Time (Lc1) - 1558 ADT
Occurrence #1 Phase of Operation				
inding(s) 1. AIRCRAFT PREFLIG 2. AIRCRAFT WEIGHT 3. AIRSPEED - INADI 4. STALL/MUSH - IN/	AND BALANCE - EXC EQUATE - PILOT IN (EDED - PILOT IN COMMA Command		
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS			
Occurrence #3 Phase of Operation	NOSE OVER			
Probable Cause				

Brief of Accident

Basic Informatio					D		T 1		
Type Operating	Certificate	-CULE ATD TAX		Aircraft SUBSTANT		Fatal	-	uries Minor	None
Type of Openat	ion		KI DMESTIC,PASSENGER	Fire			Ser Tous O		None 1
Flight Conduct	ed Under	-14 CED 125	JMESTIC, FASSENGER	NONE	Pas		ŏ		4
Accident Occur	red During	-APPROACH					-	-	
Aircraft Informa									
Make/Mode1	- CESSNA 200	6	Eng Make/M	odel - CONT	INENTAL ID-520-	C ELT	Installed	/Activated	- YES/NO
Landing Gear		RETRACTABLE	Number Eng			e e	Stall Warn	ing System	- YES
Max Gross Wt	- 3600		Engine Typ	e - RECI	P-FUEL INJECTED				
No. of Seats	- 6		Rated Powe						
Environment/Oper	ations Info								
Weather Data			Itinerary				Proximity		
Wx Briefing Method	- FSS - UNK/NR		Last Depart YAKUTAT.A			OFF A:	IRPORT/STR	IP	
Completeness	- UNK/NR		Destination			Airport [Data		
Basic Weather	- VMC		SAME AS A	CC/INC					
Wind Dir/Spe							y Ident		
Visibility			ATC/Airspace				y Lth/Wid		
Lowest Sky/C	louds -	CLEAR	Type of Fli				y Surface	•	
Lowest Ceili			Type of Cle			Runwa	y Status	- N/A	
Obstructions			Type Apch/L	ndg -	FULL STOP				
Precipitatio Condition of									
Personnel Inform Pilot-In-Commar			Age - 59	N	edical Certific		MEDICAL -	WATVERS/LT	мтт
Certificate(s				eview "	Fli	abt Time ()	Hours)	WAIVERS/CI	
COMMERCIAL			Biennial Flight R Current	- YFS	Total -	12340	Last	24 Hrs -	5
SE LAND, ME			Months Since	- 10	Make/Model-	550	Last	30 Davs- U	
			Aircraft Type	- UNK/NR	Make/Model- Instrument-	3000	Last	90 Days-	160
				·	Multi-Eng -	3388		•	
Instrument	Rating(s)	- AIRPLANE							
Narrative									
			T WAS SURROUNDED BY						
LEFI. WHILE UN F	INAL APCH,	A RAPID RATE	OF DESCENT DEVELOPE	D. SUBSEQUE	NTLY, THE LEFT	WING TIP C	UNTACTED A	TREE TOP	
APSED & THE ACF1			IT ENTERED BRUSH ON	THE LEFT S	IDE OF THE ROAD	WHERE THE	NOSE GEAR	2	

1

6/04/84 File No. - 851 YAKUTAT.AK A/C Reg. No. N7418Q Time (Lc1) - 1320 PDT _____ Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND Occurrence.#2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 2. OBJECT - TREE(S) _____ Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #4 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - HIGH VEGETATION 6. LANDING GEAR, NOSE GEAR - OVERLOAD _____ Occurrence #5 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

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

Type of Dperation -PERSONAL Fine Crew 0 0 1 Flight Conducted Under -14 ACFR 91 Accident Occurred During -LANDING -Aircraft Information Make/Model - CESNA 182D Eng Make/Model - CONTINENTAL 0-470 ELT Installed/Activated - YE Landing Gear - TRICYCLE-FIXED Eng Make/Model - CONTINENTAL 0-470 ELT Installed/Activated - YE Max Gross Wt - 2800 Englise - 1 Max Gross Wt - 2800 Englise - 225 HP Fun/inoment/Operations Information Westher Data Wind Dir/Speed - CALM Departure Point Def AIROBAT/STRIP We shift - N/A ECORD OF BRIEFING Last Departure Point Def AIROBAT/STRIP Wishold - N/A Destination Airport Data Wind Dir/Speed - CALM Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Lth/Wid - N/A Destination - NONE Type of Clearance - NONE Runway Status - N/A Dower Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Dowert Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Destination - HONE Current - YES Total - 750 Last 24 Hrs - 4 Months Since - 23 Make/Model - 225 Last 30 Days - 30 Aircraft Type - C-182 Instrument - 5 Last 20 Days - 30 Aircraft Type - C-182 Instrument - 5 Last 90 Days - 45 Instrument Rating(s) - NONE	ADT	- 1645 A[me (Lc1) -	۲ 		N8798X	C Reg. N	۸۸ 		TOK,AK	/17/84 	в 6, 	le No 86	Fil
Flight Conducted Under -14 CFR 91 NONE Pass 0 0 1 Accident Documed Ducking LANDING NONE Pass 0 0 1 Adrichart Documed Ducking -LANDING Construction Constru	r None			Fatal		e			AVIATION)	E (GENERAL	te-NONE			
Accident Occurred During -LANDING Adreraft Information Make/Model - CESNA 182D Eng Make/Model - CONTINENTAL 0-470 ELT Installed/Activated - YE Make/Model - CESNA 182D Number Engines - 1 Stall Warning System - YE Max Gross Wt - 2800 Figine Type - RECIPROCATING-CARBURETOR Stall Warning System - YE No. of Seats - 4 Rated Power - 225 HP Stall Warning System - YE Environment/Operations Information Weather Data Itinerary Airport Proximity Wasther - NA Destination OFF AIRPORT/STRIP Masther - VMC TOK.AK Runway Ident - N/A Wind Dir/Speed CALM Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - N/A Lowest Sky/Clouds - OLEAR Type of Flight Plan - NONE Runway Status - N/A Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Precipitation - OLight - DAYLIGHT Age - 32 Medical Certificate - EXPIRED Certificate(S)/Rating(S) Biennial Flight Review Flight Gloues - 150 Last 24 Hrs - 4 Gontition of Light - DAYLIGHT - YES Tight Time (Hours) - 750 Certificate(S)/Rat	0	1	0	0	rew	Cre		Fire						
Aircraft Information Make/Model - CESNA 182D Landing Gear - TRICYCLEFIXED Max Gross Wt - 2800 No. of Seats - 4 Engline Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Engline Type of Filight Point - CARBURETOR Weather Data Engline Type of Filight Pilin - NONE Engline Type of Filight Pilin - NONE Lowest Sky/Clouds - CLEAR Type of Clearance - NONE Lowest Sky/Clouds - CLEAR Type of Clearance - NONE Condition of Light - DAYLIGHT Personnel Information Personnel Information Personnel Information Personnel Information Personnel Light - DAYLIGHT Personnel Light - DAYLIGHT Personnel Light - DAYLIGHT Personnel Rating(s) - NONE Type Apch/Lndg - FORCED LANDING PRECIPITION - NONE Stall Warning System - YE North S Since - 23 Make/Model - 225 Last 90 Days - 45 Instrument Rating(s) - NONE - NONE Norther Hill ON FINAL APPROACH AT 350 FEET. THE PILOT CHANGED COURSE 90 DEGREES AND CRASH LANDED A CHURCH YADD, NO RERSON FOR THE LOSS OF FOWER WAS FOUND. HWEYER, THE ACT FUEL TANKS CONTAINED A MIXTURE OF AT COMPLIED WITH. NOT COMPLIED WITH.	1	1	0	0	ass	Pas	E .				÷ LAND	ed During	ident Occurr	Acci
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 2800 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 225 HP Environment/Operations Information Weather Dat Itinerary Airport Proximity Weather Dat N/A Destination Airport Data Basic Weather - VMC Destination Airport Data Basic Weather - VMC ToK,AK Runway Ident - N/A Wind Dir/Speed- CALM TOK,AK Runway Ident - N/A Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Destination - NONE Type of Clearance - NONE Runway Status - N/A Destination - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE ATC/Airspace Runway Status - N/A Condition of Light - DAYLIGHT Certificate(s//Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 750 Last 24 Hrs - 4 Months Since - 23 Make/Model - 225 Last 30 Days - 32 Aircraft Type - C-182 Instrument - 5 Last 90 Days - 45 Instrument Rating(s) - NONE -Narrative AIRCRAFT LOST POWER WHILE ON FINAL APROACH AT 350 FEET. THE PLOT CHANGED COURSE 90 DEGREES AND CRASH LANDED ACHUNCH YARD. NO REASON FOR THE LOSS OF POWER WAS FOUND. HOWEVER, THE ACT FUEL TANKS CONTAINED A MIXTURE OF 37 OCTAME AVIATION FUEL & UNLEADED AUTOMOTIVE GASOLINE. THE STC WHICH ADDRESSED THE USE OF THE AUTOMOTIVE GASOLINE. THE STC WHICH ADDRESSED THE USE OF THE AUTOMOTIVE GASOLINE. THE STC WHICH ADDRESSED THE USE OF THE AUTOMOTIVE GASOLINE.												ion	aft Informa	Aircra
Max Gröss Wt 2800 Engine Type - RECIPROCATING-CARBURETOR No. of Seats 4 Rated Power - 225 HP Environment/Operations Information Itinerary Airport Proximity We thed - N/A DEstination OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC TOK,AK Runway Ident - N/A Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - N/A Obstructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Precipitation - NONE Type of Flight Plan - FORCED LANDING - N/A Condition of Light DAVLIGHT - 23 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 4 Current - YES Total - 750 Last 24 Hrs - 4 Months Since - 23 Make/Model 225 Last 30 Days 32						AL 0-470								
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Method - N/A WASILA.AK Completeness - N/A Destination Airport Data Basic Weather - VMC TOK.AK Runway Ident - N/A Wind Dir/Speed-CALM Runway Lth/Wid - N/A Runway Lth/Wid - N/A Visibility - 50.0 SM ATC/Airspace Runway Surface - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Condition of Light - DAYLIGHT - Monte - FORCED LANDING Personnel Information Age - 32 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 750 Last 24 Hrs - 4 SE LAND Months Since - 23 Make/Model - 225 Last 30 Days - 32 Aircraft Type - C-182 Instrument- 5 Last 90 Days - 45 Instrument Rating(s) - NONE			roximity	irport	4			y .	Itinera				er Data	Weathe
Basic weather - VMC TOK,AK Runway Ident - N/A Wind Dir/Speed- CALM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Celling - NONE Type of Clearance - NONE Runway Surface - N/A Dostructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE On AVLIGHT Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 32 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 750 Last 24 Hrs - 4 Months Since - 23 Make/Model - 25 Last 30 Days - 30 Aircraft Type - C-182 Instrument- 5 Last 90 Days - 45 Instrument Rating(s) - NONE		Ρ	PORT/STRIP	OFF AI			int	eparture Po	Last	BRIEFING	ORD OF			
Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 32 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE - YES Total - 750 Last 24 Hrs - 4 Months Since - 23 Make/Model - 225 Last 30 Days - 30 Aircraft Type - C-182 Instrument - 5 Last 90 Days - 45 Instrument Rating(s) - NONE Narrative AIRCRAFT LOST POWER WHILE ON FINAL APPROACH AT 350 FEET. THE PILOT CHANGED COURSE 90 DEGREES AND CRASH LANDED IN GRASON FOR THE LOSS OF POWER WAS FOUND. HOWEVER, THE ACT FILE TANKS CONTAINED A MIXTURE OF 17 OCTAME AVIATION FUEL & UNLEADED AUTOMOTIVE GASOLINE. THE STC WHICH ADDRESSED THE USE OF THE AUTOMOTIVE GASOLINE NOT COMPLIED WITH.			ta	rport [Α.							•	•	
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Pilot-In-Command Age - 32 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 750 Last 24 Hrs - 4 SE LAND Months Since - 23 Make/Model- 225 Last 30 Days- 3C Aircraft Type - C-182 Instrument- 5 Last 90 Days- 4E Narrative Aircraft Type - C-182 Instrument- 5 Last 90 Days- 4E Narrative AIRCRAFT LOST POWER WHILE ON FINAL APPROACH AT 350 FEET. THE PILOT CHANGED COURSE 90 DEGREES AND CRASH LANDED CHURCH YARD. NO REASON FOR THE LOSS OF POWER WAS FOUND. HOWEVER, THE ACFT FUEL TANKS CONTAINED A MIXTURE OF YO OCTANE AVIATION FUEL & UNLEADED AUTOMOTIVE GASOLINE. THE STC WHICH ADDRESSED THE USE OF THE AUTOMOTIVE GASOLINE NOT COMPLIED WITH. A										I GHT				
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PRIVATE Current - YES Total - 750 Last 24 Hrs - 4 SE LAND Months Since - 23 Make/Model- 225 Last 30 Days- 30 Aircraft Type C - 182 Instrument- 5 Last 90 Days- 45 Instrument Rating(s) - NONE Narrative AIRCRAFT LOST POWER WHILE ON FINAL APPROACH AT 350 FEET. THE PILOT CHANGED COURSE 90 DEGREES AND CRASH LANDED CHURCH YARD. NO REASON FOR THE LOSS OF POWER WAS FOUND. HOWEVER, THE ACFT FUEL TANKS CONTAINED A MIXTURE OF OCTANE AVIATION FUEL & UNLEADED AUTOMOTIVE GASOLINE. THE STC WHICH ADDRESSED THE USE OF THE AUTOMOTIVE GASOLINE NOT COMPLIED WITH.			D	- EXPIR	icate	l Certific	Med		Age - 3				t-In-Command	Pilot
SE LAND Months Since - 23 Aircraft Type - C-182 Instrument- 5 Last 90 Days- 45 Instrument Rating(s) - NONE Narrative AIRCRAFT LOST POWER WHILE ON FINAL APPROACH AT 350 FEET. THE PILOT CHANGED COURSE 90 DEGREES AND CRASH LANDED CHURCH YARD. NO REASON FOR THE LOSS OF POWER WAS FOUND. HOWEVER, THE ACFT FUEL TANKS CONTAINED A MIXTURE OF 70 OCTANE AVIATION FUEL & UNLEADED AUTOMOTIVE GASOLINE. THE STC WHICH ADDRESSED THE USE OF THE AUTOMOTIVE GASOLINE NOT COMPLIED WITH.			urs)	Time (H	light	Fl		ght Review	Biennial Fl)	/Rating(s	rtificate(s	Cer
Aircraft Type - C-182 Instrument- 5 Last 90 Days- 45 Instrument Rating(s) - NONE Narrative AIRCRAFT LOST POWER WHILE ON FINAL APPROACH AT 350 FEET. THE PILOT CHANGED COURSE 90 DEGREES AND CRASH LANDED CHURCH YARD. NO REASON FOR THE LOSS OF POWER WAS FOUND. HOWEVER, THE ACFT FUEL TANKS CONTAINED A MIXTURE OF 70 OCTANE AVIATION FUEL & UNLEADED AUTOMOTIVE GASOLINE. THE STC WHICH ADDRESSED THE USE OF THE AUTOMOTIVE GASOLINE NOT COMPLIED WITH.	4	4 Hrs -	Last 24	50	- 7	otal -								
Instrument Rating(s) - NONE Narrative AIRCRAFT LOST POWER WHILE ON FINAL APPROACH AT 350 FEET. THE PILOT CHANGED COURSE 90 DEGREES AND CRASH LANDED A CHURCH YARD. NO REASON FOR THE LOSS OF POWER WAS FOUND. HOWEVER, THE ACFT FUEL TANKS CONTAINED A MIXTURE OF OCTANE AVIATION FUEL & UNLEADED AUTOMOTIVE GASOLINE. THE STC WHICH ADDRESSED THE USE OF THE AUTOMOTIVE GASOLINE NOT COMPLIED WITH.	-	- ,			- 2	.ke/Model-							SE LAND	
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7 OCTANE AVIATION FUEL & UNLEADED AUTOMOTIVE GASOLINE. THE STC WHICH ADDRESSED THE USE OF THE AUTOMOTIVE GASOLINE NOT COMPLIED WITH.														
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DACE 20														
PAGE 22								PAGE 22						

File No 8	68 6/17/84 TOK,AK	A/C Reg. No. N8798X	Time (Lc1) - 1645 ADT
Occurrence #1 Phase of Operation	LOSS OF POWER Approach - VFR Pattern - Final Approach	 1	
Finding(s) 1. UNDETERMINED 2. MAINTENANCE,MOD	IFICATION - IMPROPER - OTHER MAINTENANCE	PSNL Cost of Cost	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN LANDING		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accid	dent

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Type Operating Certificate-NONE (GENER		Aircraft		Estal	Injur		Nana
Type of Operation -PERSONAL		SUBSTAN Fire		Fatal w O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91		NONE	Cre Pas		0	0	Ó
Accident Occurred During -LANDING					•	÷	-
Aircraft Information						•	
Make/Model - CESSNA 180			TINENTAL 0-470-A		Installed/4		
Landing Gear - TAILWHEEL-ALL FIXED					Stall Warnir	ng System	- YES
Max Gross Wt - 2650	Engine Type		PROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Power		225 HP				
Environment/Operations Information	7 • • • • • • • • • • •				Ducidada		
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary G Last Departur	- Doint			Proximity RPORT		
Method - N/A	G Last Departur KING SALMON				REUKI		
Completeness - N/A	Destination	, ~~		Airport	Data		
Basic Weather - VMC	SAME AS ACC				SALMON		
Wind Dir/Speed- 210/012 KTS	SAME AS ACC					- 29	
Visibility - 20.0 SM	ATC/Airspace				y Lth/Wid ·		150
Lowest Sky/Clouds - 1500 FT	Type of Fligh	t Plan -	NONE		v Surface		
Lowest Ceiling - 1500 FT BRO					y Status		
Obstructions to Vision- NONE	Type Apch/Lnd				,		
Precipitation - NONE	51 1 7	0					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 33		Medical Certific	ate - VALI	D MEDICAL-NO) WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Fli	ght Time (Hours)		
COMMERCIAL	Current -	YES	Total -	1700	Last 24	Hrs -	13
SE LAND	Months Since - Aircraft Type -	2	Make/Model-	30	Last 30	Days-	30
	Aircraft Type -	C-180	Instrument-	26	Last 90) Days-	60
Instrument Rating(s) - NONE							
Narrative							
PLT WAS MAKING HIS FOURTH LANDING FOR A ND WING WAS RAISED BY A CROSSWIND. THE C							
D OVER.	THER WING THEN DRAGGE	D THE SU	REALE & THE AUFT	PARTIALL	GROUND LOUI		
D OVER.							

File No 832	7/17/84 KING	SALMON, AK	A/C Reg. No. N1695C	/C Reg. No. N1695C Time (Lc1) - 2100 ADT	
ccurrence #1 LO hase of Operation LA		ROUND		land a state of the	· ·
<pre>inding(s) 1. WEATHER CONDITION - 2. FLIGHT CONTROLS - 3. AILERON - IMPROPER 4. DIRECTIONAL CONTROL 5. GROUND LOOP/SWERVE</pre>	IMPROPER USE OF - F USE OF - PILOT IN CC - NOT MAINTAINED -	MMAND PILOT IN COMMAND			
ccurrence #2 NO hase of Operation LA					
Probable Cause					
he National Transportat s/are finding(s) 2,3,4,		ermines that the P	robable Cause(s) of this acc	ident	
actor(s) relating to th	is accident is/are f	inding(s) i			
				•	

File No 863 7/24/84 ANCH	HORAGE, AK	A/C I	Reg. No. N56290	0	Т	ime (Lcl)) -	1911 ADT	-
-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)		ft Damage				juri		
			ANTIAL	_	Fatal	Serious	5	Minor	None
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NAL	Fire NONE		Crew Pass	0	0 0		0	1 0
-Aircraft Information									
Make/Model - MAULE M-5-235C			COMING 0-540			Installed			
Landing Gear - TAILWHEEL-ALL FIXED		Engines -				itall Warr	ning	g System	- YES
Max Gross Wt - 2300 No. of Seats - 4	Engine Rated		ECIPROCATING-CA 235 HP	ARBURE					
-Environment/Operations Information									
Weather Data	Itinerary					Proximity	/		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A		parture Poin [.] AS ACC/INC	t		ON AIR	PORT			
Completeness - N/A	Destinat				Airport D				
Basic Weather - VMC	LOCAL				MERRIL				
Wind Dir/Speed- 300/005 KTS						Ident		24	
Visibility - 50.0 SM	A10/A110P					Lth/Wid			100
Lowest Ceiling - 8000 FT BRC Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Туре Ар	Clearance ch/Lndg	- NONE - Touch and Go		Runway	Surface Status	-	DRY	
-Personnel Information									
Pilot-In-Command Certificate(s)/Rating(s)	Age - 19 Biennial Flig	ht Review	Medical Cert		e – VALID t Time (H		-N0	WAIVERS/	LIMIT
STUDENT	Current	- N/A	Total	-	10	Last	24	Hrs -	1
		nce - N/A	Make/Mode		10		-	Days-	10
	Aircraft	Type - N/A	Instrume	nt-	0	Last	90	Days-	10
Instrument Rating(s) - NONE	S. Service .								
-Narrative	· · · · · · · · · · · · · · · · · · ·								
PILOT LOST CONTROL DURING LANDING, THE	ACFT GROUND LOOP	ED AND BOTH	MAIN LANDING G	EAR CO	LLAPSED.				

File No 86	53 7/24/84	ANCHORAGE, AK	A/C Reg. No. N56290	Time (Lcl) - 1911 AD	T
Occurrence #1 Phase of Operation		- ON GROUND			
3. DIRECTIONAL CONT	OR WIND CONDITIONS ROL - NOT MAINTAIN OF EQUIPMENT/AIRC	CRAFT,LACK OF TOTAL	OT IN COMMAND ND EXPERIENCE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation					
Finding(s) 6. LANDING GEAR,MAI					
Probable Cause	-				
The National Transpor is/are finding(s) 2,3		d determines that t	he Probable Cause(s) of this ac	cident	
Factor(s) relating to	this accident is,	are finding(s) 1,4			
		• •			
	-			• · · · · · ·	

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Brief of Accident

7/27/84 File No. - 987 CHICKEN.AK A/C Reg. No. N3476Y Time (Lcl) - 1900 ADT -------------Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Serious Fatal Minor None Type of Operation -PERSONAL Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 1 0 Accident Occurred During -DESCENT ----Aircraft Information----Make/Model - CESSNA 180H Eng Make/Model - CONTINENTAL 0-470-K ELT Installed/Activated - YES/YES Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2800 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 6 Rated Power - 230 HP ----------Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE FAIRBANKS, AK Completeness - FULL Destination Airport Data Basic Weather - VMC DAWSON, CD Wind Dir/Speed- 200/005 KTS Runway Ident ~ N/A Visibility -4.000 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 1000 FT PART OBS Type of Flight Plan - VFR Runway Surface - N/A - 2000 FT OVERCAST Type of Clearance - NONE Runway Status - N/A Lowest Ceiling Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - RAIN Condition of Light - DAYLIGHT ----Personnel Information----Pilot-In-Command Age -28 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1358 Last 24 Hrs -4 SE LAND Months Since - 1 Make/Model-729 Last 30 Days-20 Aircraft Type - C-180 Instrument-8 Last 90 Davs-52 Instrument Rating(s) - NONE ------_____ _____ ----Narrative----WHILE EN ROUTE TO DAWSON CITY, CANADA, THE PLT ENCOUNTERED DETERIORATING WX. THE CLOUDS WERE NEAR THE TOPS OF THE RIDGES & THE ACFT WAS BENEATH THE CLOUD LAYER IN A SLOW FLT CONFIGURATION. THE PLT SAID THAT HE TRIED TO MAKE A 180 DEG TURN. BUT THE ACFT STALLED & PITCHED DOWN. HE HAD NEARLY RECOVERED FROM THE STALL & WAS IN A WINGS LEVEL ATTITUDE WHEN THE ACFT HIT TREES & THE GROUND.

File No. - 987 7/27/84 CHICKEN, AK A/C Reg. No. N3476Y Time (Lc1) - 1900 ADT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY 3. WEATHER CONDITION - CLOUDS 4. WEATHER CONDITION - LOW CEILING 5. WEATHER CONDITION - FOG 6. WEATHER CONDITION - HAZE Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 7. AIRSPEED - INADEQUATE - PILOT IN COMMAND 8. STALL - INADVERTENT - PILOT IN COMMAND , 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) 7.8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

Brief of Accident

Basic Information		•••					
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage	3		Injur		N
		SUBSTANTIAL	0	Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew Pass	0	0	0	2
Accident Occurred During -LANDING		NONE	Pass	0	0	0	2
Aircraft Information							
Make/Model - CESSNA 180		odel - CONTINENT/	AL 0-470				
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng				taíll Warnin	g System	- YES
Max Gross Wt - 2800		e - RECIPROCA	TING-CARBURE	TOR			
No. of Seats - 4	. Rated Powe	r - 230 HP					
Environment/Operations Information				A ++			
Veather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary	una Dalat			Proximity		
J				ON AIR	SIRIP		
Method - N/A	BRADY SKY	RANCH, AK			_ + _		
Completeness - N/A	Destination	00 (71)0		Airport D			
Basic Weather - VMC	SAME AS A	CC/INC			S STRIP	05	
Wind Dir/Speed- CALM						35	40
Visibility - 60.0 SM	ATC/Airspace		.		Lth/Wid -		40
Lowest Sky/Clouds - CLEAR		ght Plan - UNK/NI	ĸ		Surface -		
Lowest Ceiling - NONE		arance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	iype Apch/L	ndg - TRAFF	IC PATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information			_				
Pilot-In-Command	Age - 42		1 Certificat	e - VALID	MEDICAL-NO	WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight R	eview	Fligh	t Time (H	ours)		
PRIVATE	Current	- NO To	tal -	170	Last 24	Hrs -	1
SE LAND	Months Since	- 56 Mal	ke/Model-	18	Last 30) Days-	7
		- C-170 In:					18
	51					-	

----Narrative----

THE PLT STATED THAT WHEN THE ACFT WAS ON SHORT FINAL APCH TO LAND ON AN AIRSTRIP, IT STALLED. DURING IMPACT, THE GEAR BOX, RIGHT WING TIP, PROP, ENG MOUNTS, ENG COWLING & RIGHT ELEVATOR WERE DAMAGED. THE PLT RECOMMENDED RECEIVING TRAINING BEFORE ATTEMPTING OFF ARPT OPERATIONS OR MOUNTAIN FLYING. ALSO, HE RECOMMENDED BEING AWARE OF OPTICAL ILLUSIONS BEFORE TRYING TO LAND ON SIDE-HILL STRIPS.

File No 988	8/13/84 BL	JRGRESS STRIP,AK	A/C Reg. No. N324	ID Time (Lcl) - 0930 ADT	
	LANDING NG - FLARE/TOUG	CHDOWN			
Finding(s) 1. PLANNED APPROACH - MIS 2. AIRSPEED - NOT MAINTAI 3. FLARE - IMPROPER - PIL	NED - PILOT IN OT IN COMMAND	COMMAND			
			ARITY WITH GEOGRAPHIC AREA EXPERIENCE IN TYPE OPERATIO		

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

Brief of Accident

File No 907 5/20/84			g. No. N9907L		Time (Lc1) -		
Basic Information Type Operating Certificate-ON-DEMA	ND AIR TAXI	Aircraft SUBSTAN		Fatal	Injur Serious		r None
Type of Operation -PERSONA	1 *	Fire	Cr		0	1	
Flight Conducted Under -14 CFR	91	NONE	Pa		ŏ	Ö	-
Accident Occurred During -LANDING							
Aircraft Information		•					
Make/Model - GRUMMAN AMERICAN A		Make/Model - LYC					
Landing Gear - TRICYCLE-FIXED		per Engines – 1			Stall Warnir	ng Syst	em – YES
Max Gross Wt - 1560		ne Type - REC		URETOR			
No. of Seats - 2	Rate	ed Power -	108 HP				
Environment/Operations Information							
Veather Data	Itinera				Proximity		
W× Briefing - NO RECORD OF BR Method - N/A		Departure Point		OFF A	IRPORT/STRIF	,	
Method - N/A Completeness - N/A		ANTA,GA nation		Airport	Data		
Basic Weather - VMC		TGOMERY AL		Amport	Data		
Wind Dir/Speed- 140/010 KTS		T doment, AL		Runwa	vIdent -	N/A	
	ATC/Ai	space			v Lth/Wid -	N/A	
Lowest Sky/Clouds - 3500 FT	SCATTERED Type	of Flight Plan -	NONE	Runwa	y Surface -	N/A	
Lowest Ceiling - 25000 FT					y Status -	· N/A	
Obstructions to Vision- NONE	Туре	Apch/Lndg -	FORCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGH							
Personnel Information							
Pilot-In-Command	Age -	22 light Review	Medical Certifi) WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial F	light Review		ight Time (
COMMERCIAL, CFI	Curren		Total -				
SE LAND, ME LAND		Since - 1 ft Type - UNK/NR					
	Ancia	C TYPE UNK/NK	Multi-Eng -			<i>, </i>	50
Instrument Rating(s) - AIRPL	NF						
The change is a chiggs AIRED	17 L						

THE PLT STATED HE DEPARTED FULTON COUNTY ARPT WITH APRX 12 GALS OF FUEL ON BOARD. ABOUT 20 MINS LATER, THE LEFT FUEL TANK RAN DRY & THE PLT SELECTED THE RIGHT TANK & CONTINUED THE FLT WITH THE INTENTION OF REFUELING AT EITHER TUSKEGEE OR TALLASSEE. UPON ARRIVAL AT TUSKEGEE, THE PLT FOUND THE ARPT UNATTENDED & NO FUEL WAS AVAILABLE. THE SAME OCCURRED UPON REACHING TALLASSEE. FUEL EXHAUSTION OCCURRED EN ROUTE TO MONTGOMERY & A FORCED LANDING WAS MADE ON THE MEDIAN OF I-85 WHERE THE PLT DRAGGED A WING TIP WHILE AVOIDING TRAFFIC.

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File No '90	07 5/20/84 TALLASSEE,AL	A/C Reg. No. N9907L	Time (Lc1) - 1420 EDT
ccurrence #1 hase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL Approach		
2. FLUID, FUEL - EXH	GHT - INADEQUATE - PILOT IN COMMAND		
ccurrence #2 hase of Operation	FORCED LANDING DESCENT - EMERGENCY	· · · · · · · · · · · · · · · · · · ·	
ccurrence #3 hase of Operation	DRAGGED WING, ROTOR, POD, OR FLOAT Landing - Roll		
5. OBJECT - VEHICL	DN - HIGH OBSTRUCTION(S) E RFORMED - PILOT IN COMMAND		

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

Type of Operation-EXP TEST FLTFireCrewOOOFlight Conducted Under-14 CFR 91NONEPassOOOAccident Occurred During-LANDINGAircraft InformationMake/Model- CANADAIR CL-600 CHALLENGEREng Make/Model- LYCOMING ALF-502L-2CELT Installed/Activated - NMake/Model- CANADAIR CL-600 CHALLENGEREng Make/Model- LYCOMING ALF-502L-2CELT Installed/Activated - NMax Gross Wt- 40400Engine Type- TURBOFANMax Gross Wt- 40400Engine Type- TURBOFANNo. of Seats- 16Rated Power- 7500 LBS THRUSTEnvironment/Operations InformationWas Briefing- FSSLast Departure PointWx Briefing- FSSItineraryAirport ProximityWas Briefing- FSSLast Departure PointON AIRPORTMethod- TELEPHONESAME AS ACC/INCDNARSWind Dir/Speed-100/007 KTSLow LucADAMSWind Dir/Speed-100/007 KTSLow of TS CATTERED Type of Flight Plan - IFRRunway Sufface - ASPHALTLowest Sky/Clouds- 800 FT SCATTERED Type of Clearance - IFRRunway Status - WETVETObstructions to Vision- NONEType Apch/Lndg- ILS-COMPLETERunway Status - WETObstructions to Vision- NONEType Apch/Lndg- ILS-COMPLETERunway Status - WETOrdition of Light- DAYLIGHT- Age - 45Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMPersonnel InformationAge -	·
Type of Operation -EXP TEST FLT 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 - CANDAIR CL-600 CHALLENGER Eng Make/Model - LYCOMING ALF-502L-2C ELT Installed/Activated - N Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning System - Y Max Gross Wt - 40400 Engine Type - TURBOFAN No. of Seats - 16 Rated Power - 7500 LBS THRUST Environment/Operations Information Weather Data Last Departure Point ON AIRPORT Wather Data Itinerary Airport Proximity WK Briefing - FSS Last Departure Point ON AIRPORT Method - TELEPHONE SAME AS ACCINC Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather D. VMC LOCAL ADAMS Wind Dir/Speed 100/007 KTS Arc LocAL ADAMS Wind Dir/Speed 100/007 KTS ATC/Airspace - IFR Runway Ident - 22 Visibility - 2.500 SM ATC/Airspace - IFR Runway Surface - ASPHALT Lowest Sky/Clouds - B00 FT SCATTERED Type of Clearance - IFR Runway Status - WET Dostructions to Vision - NONE Type Apch/Lndg - TILS-COMPLETE Precipitation - NONE Age - 45 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Condition of Light - DAYLIGHT Condition of Light - DAYLIGHT Condition of Light - DAYLIGHT Condition of Light - ALPLANE Nerrent - YEE VIS/NR Rating(s) Biennial Flight Review Flight Time (Hours) AFF (CFI AS) AIRPCARE AGE - 45 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(3) Rating(s) AIRPLANE Narrative AGET WAS ON AN FAA CERTIFICATION FLT (EXPERIMENTAL). DURING THE RECOVERY PHASE, A NON-TYPE RATED FAA PLT WAS IN THE A TOR CANS AN AFAA CERTIFICATION FLT (EXPERIMENTAL). DURING THE RECOVERY PHASE, A NON-TYPE RATED FAA PLT WAS IN THE A TOR THE FAAPLT MADE AN ILS APCH TO RWY 22 WHICH WAS WEAT. THE APCH WAS MADE WITH THE LENG AT HI CORRECTIVE ACTION. THE FAA PLT MADE AN ILS APCH TO RWY 22 WHICH WAS WEAT. THE APCH WAS MADE KOTH. SEQUENTLY, THE ACT CORRECTIVE ACTION. THE FAA PLT MADE AN ILS APCH TO RWY 22 WHICH WAS MADE ADD ONON THE WAS SEQUENTLY. TH	None
Aircraft Information Make/Model - CANADAIR CL-600 CHALLENGER Eng Make/Model - LYCOMING ALF-502L-2C ELT Installed/Activated - N Make/Model - TRICYCLE-RETRACTABLE Number Engines - 2 Max Gross Wt - 40400 Engine Type - TURBOFAN Stall Warning System - Y Max Gross Wt - 40400 Engine Type - TURBOFAN Stall Warning System - Y Max Gross Wt - 40400 Engine Type - TURBOFAN Airport Proximity No. of Seats - 16 Rated Power - 7500 LBS THRUST Environment/Operations Information Weather Data I Itinerary Airport Proximity Warthod - TELEPHONE SAME AS ACC/INC Airport Data Basic Weather - VMC TELEPHONE SAME AS ACC/INC ADAMS Wind Dir/Speed - 100/007 KTS LCAL ADAMS Wind Dir/Speed - 100/007 KTS ATC/Airspace IFR Runway Ldrh - 22 Visibility - 2.500 SM ATCAITERED Type of Flight Plan - IFR Runway Sufface - ASPHALT Lowest Ceiling - 1300 FT OVERCAST Type of Clearance - IFR Runway Sufface - ASPHALT Lowest Ceiling - 1300 FT OVERCAST Type of Clearance - IFR Runway Sufface - ASPHALT Lowest Ceiling - 100/007 WIS Type Apch/Lndg - ILS-COMPLETE Precipitation - NONE Type Apch/Lndg - ILS-COMPLETE Precipitation - NONE Current - YES Total - 7700 Last 24 Hrs - Mate/Model- 70 Last 30 Days UNK/N Aircraft Type - UNK/NR Make/Model- 70 Last 30 Days UNK/N Aircraft Type - UNK/NR Instrument UNK/NR Last 90 Days UNK/N Aircraft Type - UNK/NR Instrument UNK/NR Last 90 Days UNK/N Aircraft Type - UNK/NR Instrument UNK/NR Last 90 Days UNK/N Instrument Rating(§) - AIRPLANE Nerrative ACFT WAS ON AN FAA CERTIFICATION FLT (EXPERIMENTAL). DURING THE RECOVERY PHASE, A NON-TYPE RATED FAA PLT WAS IN THE A STAL STARVERSKER WER NOT ARMED FOR THE LAND. ADCH PAK WAS WET. THE APCH WAS WET. THE APCH WAS WET HE APCH WAS WET HE APCH WAS WET. THE APCH WAS WET HE APCH WAS MADE WITH THE L ENG AT HI CORDITION FLT (EXPERIMENTAL). DURING THE RECOVERY PHASE, A NON-TYPE RATED FAA PLT WAS IN THE A THE THRYST REVERSERS WERE NOT ARMED FOR THE LANDING. A TOUCHDOWN WAS MADE ANDT YPE RATED FAA PLT WAS IN THE A THE THAYST REVERSERS WERE NOT ARMED FOR THE LANDIN	2 6
Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point ON AIRPORT Method - TELEPHONE SAME AS ACC/INC ON AIRPORT Basic Weather - VMC LOCAL ADAMS Wind Dir/Speed-100/007 KTS Completeness - WEATHER NOT PERTINENT Destination Airport Data Joint Dir/Speed-100/007 KTS Runway Ident - 22 Runway Ident - 22 Visibility - 2.500 SM ATC/Airspace Runway Sunface - ASPHALT Lowest Ceiling - 1300 FT OVERCAST Type of Cleanance - IFR Runway Sunface - ASPHALT Dostructions to Vision - NONE Type Apch/Lndg - ILS-COMPLETE Runway Status - WET Precipitation - NONE Type Apch/Lndg - ILS-COMPLETE - WET Personnel Information Pight Time (Hours) - T7700 Last 20 Days - UNK/N ATP.CFI SE LAND, ME LAND Months Since - UNK/NR Make/Model- 70 Last 20 Days - UNK/N Instrument Rating(s) - AIRPLANE - T700 Last 20 Days - UNK/N Multi-Eng - UNK/NR Rotocraft - UNK/N Narrative ACFT WAS ON AN FAA CERTIFICATION FLT (EXPERIMENTAL). DURING THE RECOVER	
Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather - VMC LOCAL ADAMS Wind Dir/Speed- 100/007 KTS Runway Ident - 22 Visibility - 2.500 SM ATC/Airspace Runway Ident - 22 Lowest Sky/Clouds - 800 FT SCATTERED Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - 1300 FT OVERCAST Type of Clearance - IFR Runway Surface - ASPHALT Obstructions to Vision - NONE Type Apch/Lndg - ILS-COMPLETE Runway Surface - ASPHALT Obstructions to Vision - NONE Type Apch/Lndg - ILS-COMPLETE Runway Surface - ASPHALT Percipitation - - NONE Type Apch/Lndg - ILS-COMPLETE Runway Surface - VALID MEDICAL-NO WAIVERS/LIM Condition of Light - DAYLIGHT Ourrent - YES Total - 7700 Last 24 Hrs - SE LAND,ME LAND Months Since - UNK/NR Make/Model - 70 Last 30 Days- UNK/N Aircoraft Type - UNK/NR Make/Model - 70 Last 30 Days- UNK/N Multi-Eng - UNK/NR Netorcarft - UNK/N	
Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP,CFI Current - YES Total - 7700 Last 24 Hrs - SE LAND,ME LAND Months Since UNK/NR Make/Model- 70 Last 30 Days- UNK/N Aircraft Type UNK/NR Instrument- UNK/NR Last 90 Days- UNK/N Months Since UNK/NR Instrument- UNK/NR Rotorcraft UNK/N Multi-Eng UNK/NR Rotorcraft UNK/N Multi-Eng UNK/NR Rotorcraft UNK/N Narrative ACFT WAS ON AN FAA CERTIFICATION FLT (EXPERIMENTAL). DURING THE RECOVERY PHASE, A NON-TYPE RATED FAA PLT WAS IN THE AT & THE PIC WAS IN THE R SEAT. WHILE DESCENDING, A DUCT FAIL LGT & A LEADING EDGE OVERHEAT LGT CAME ON. THE PIC CORRECTIVE ACTION. THE FAA PLT MADE AN ILS APCH TO RWY 22 WHICH WAS WET. THE APCH WAS MADE HIT THE L ENG AT HI . THE THRUST REVERSERS WERE NOT ARMED FOR THE LANDING. A TOUCHDOWN WAS MADE ABOUT 2000' DOWN THE RWY & SPOILERS WERE OYED. WHEN THE FAA PLT REALIZED HE DID NOT HAVE REVERSE THRUST, HE TRIED SLOWING THE ACTION. SUBSEQUENTLY, THE ACFT AKE WAS INOP. THE PIC TOOK CONTROL & CYCLED THE ANTI-SKID, BUT STILL HAD NO L BRAKING ACTION. SUBSEQUENTLY, THE AC	50
ATP,CFI Current - YES Total - 7700 Last 24 Hrs SE LAND,ME LAND Months Since - UNK/NR Make/Model- 70 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/N Multi-Eng - UNK/NR Instrument- UNK/NR Rotorcraft - UNK/N Narrative ACFT WAS ON AN FAA CERTIFICATION FLT (EXPERIMENTAL). DURING THE RECOVERY PHASE, A NON-TYPE RATED FAA PLT WAS IN THE AT & THE PIC WAS IN THE R SEAT. WHILE DESCENDING, A DUCT FAIL LGT & A LEADING EDGE OVERHEAT LGT CAME ON. THE PIC CORRECTIVE ACTION. THE FAA PLT MADE AN ILS APCH TO RWY 22 WHICH WAS WET. THE APCH WAS MADE WITH THE L ENG AT HI . THE THRUST REVERSERS WERE NOT ARMED FOR THE LANDING. A TOUCHDOWN WAS MADE ABOUT 2000' DOWN THE RWY & SPOILERS WERE OYED. WHEN THE FAA PLT REALIZED HE DID NOT HAVE REVERSE THRUST, HE TRIED SLOWING THE ACFT WITH BRAKES; HOWEVER, THE AKE WAS INOP. THE PIC TOOK CONTROL & CYCLED THE ANTI-SKID, BUT STILL HAD NO L BRAKING ACTION. SUBSEQUENTLY, THE ACFT	IMIT
Narrative ACFT WAS ON AN FAA CERTIFICATION FLT (EXPERIMENTAL). DURING THE RECOVERY PHASE, A NON-TYPE RATED FAA PLT WAS IN THE AT & THE PIC WAS IN THE R SEAT. WHILE DESCENDING, A DUCT FAIL LGT & A LEADING EDGE OVERHEAT LGT CAME ON. THE PIC CORRECTIVE ACTION. THE FAA PLT MADE AN ILS APCH TO RWY 22 WHICH WAS WET. THE APCH WAS MADE WITH THE L ENG AT HI . THE THRUST REVERSERS WERE NOT ARMED FOR THE LANDING. A TOUCHDOWN WAS MADE ABOUT 2000' DOWN THE RWY & SPOILERS WERE OYED. WHEN THE FAA PLT REALIZED HE DID NOT HAVE REVERSE THRUST, HE TRIED SLOWING THE ACFT WITH BRAKES; HOWEVER, THE AKE WAS INOP. THE PIC TOOK CONTROL & CYCLED THE ANTI-SKID, BUT STILL HAD NO L BRAKING ACTION. SUBSEQUENTLY, THE ACFT	/NR
ACFT WAS ON AN FAA CERTIFICATION FLT (EXPERIMENTAL). DURING THE RECOVERY PHASE, A NON-TYPE RATED FAA PLT WAS IN THE AT & THE PIC WAS IN THE R SEAT. WHILE DESCENDING, A DUCT FAIL LGT & A LEADING EDGE OVERHEAT LGT CAME ON. THE PIC CORRECTIVE ACTION. THE FAA PLT MADE AN ILS APCH TO RWY 22 WHICH WAS WET. THE APCH WAS MADE WITH THE L ENG AT HI . THE THRUST REVERSERS WERE NOT ARMED FOR THE LANDING. A TOUCHDOWN WAS MADE ABOUT 2000' DOWN THE RWY & SPOILERS WERE OYED. WHEN THE FAA PLT REALIZED HE DID NOT HAVE REVERSE THRUST, HE TRIED SLOWING THE ACFT WITH BRAKES; HOWEVER, THE AKE WAS INOP. THE PIC TOOK CONTROL & CYCLED THE ANTI-SKID, BUT STILL HAD NO L BRAKING ACTION. SUBSEQUENTLY, THE ACFT	
, THE SPEED SENSOR HARNESSES FOR THE L MAIN GEAR WERE REVERSED WHICH ELIMINATED ANY BRAKING TO THE L BRAKE WHILE THE	

File No 801 4/02/84 LITTLE ROCK,AR	A/C Reg. No. N8OOCC	Time (Lc1) - 1331 CST
Decurrence #1 LOSS OF CONTROL - ON GROUND Thase of Operation LANDING - ROLL		
hase of operation EANDING - KOLL		
inding(s)		
1. SUPERVISION - INADEQUATE - PILOT IN COMMAND		
2. THRUST REVERSER - NOT ENGAGED 3. CHECKLIST - NOT FOLLOWED -		
4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION -	COPILOT	
5. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION -		
6. WEATHER CONDITION - TAILWIND		
7. WRONG RUNWAY - SELECTED -		
8. PROPER TOUCHDOWN POINT - NOT ATTAINED - COPILOT 9. GO-AROUND - NOT PERFORMED -		
10. LANDING GEAR, ANTI-SKID BRAKE SYSTEM - INOPERATIVE		
11. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL		
12. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION -	WET	
CCURRENCE #2 NOSE GEAR COLLAPSED		
hase of Operation LANDING - ROLL		
inding(s)		
13. TERRAIN CONDITION - SOFT		
14. TERRAIN CONDITION - WET		
15. LANDING GEAR,NOSE GEAR - OVERLOAD		
Probable Cause		

is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2.3.4.5.6.8.10.11.12.13.14

File No 82	23 5/	12/84	LEPANTO, AR	A/C R	eg. No. N731)	VM	Τi	me (Lc1) -	• 1415 CDT	
Basic Information	-									
Type Operating	Certificat	e-AGRICU	LTURAL AIRCRAI		t Damage			Injur		
Turne of Orenet		AFDIAL	ADDI TOATTON	SUBSTA	NTIAL	0	Fatal	Serious	Minor	None
Type of Operat Flight Conducte			APPLICATION	Fire NONE		Crew Pass	0	0	1	0
Accident Occurr				NONE		F 4 3 3	Ū	0	Ŭ	Ū
Aircraft Informat										
Make/Model	- CESSNA A1	88B		Eng Make/Model - CO	NTINENTAL IO	-520-D		nstalled/#		
Landing Gear		-ALL FIX	ED	Number Engines - 1			St	all Warnir	ng System	- UNK/NR
Max Gross Wt	- 3300				CIP-FUEL INJ	ECTED				
No. of Seats	- 1			Rated Power -	300 HP					
Environment/Opera	ations Info	ormation-								
Weather Data				inerary			Airport P			
Wx Briefing Method	- NO RECC - N/A	RD OF BR	IEFING	_ast Departure Point SAME AS ACC/INC			OFF AIR	PORT/STRIF)	
Completeness			De	estination			Airport Da	ta		
Basic Weather		KTC		LOCAL			Runway	Ident .	N/A	
Wind Dir/Spee Visibility			A T	C/Airspace				Lth/Wid	• .	
Lowest Sky/C				Type of Flight Plan	- NONE			Surface ·		
Lowest Ceili		NONE		Type of Clearance					- N/A	
Obstructions	0			51	- FORCED LAN	DING	· · · · · · · · · · · · · · · · · · ·			
Precipitatio				7						
Condition of	Light -	DAYLIGH	IT							
Personnel Informa	 ation									
Pilot-In-Comman			Age -	26	Medical Cer	tificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s))	Bienni	al Flight Review			t Time (Ho			
COMMERCIAL				rrent - UNK/NR	Total		453		4 Hrs -	3
SE LAND			Mo	nths Since - UNK/NR			125		D Days- UN	
	•		Ai	rcraft Type - UNK/NR			13	Last 90) Days-	112
					Multi-E	ng -	3			
Instrument	Rating(s)	- NONE								
			·							
Narrative THE ACFT LOST POWER							TNUESTICAT	TON DEVEN	ED THAT	
THE MAGNETOS WERE NO	JURING AN A	ACKIAL AF	PLICATION FLT	& CRASHED DURING A	FURGED LANDI	NG. AN TUAD D	EEN ODEDAT	100 KEVEA		
THE LAST 100 HR INSP		WURINT	UNDITION AT T	HE TIME OF THE ACCID	ENT. THE AUF		EEN UPERA	ED 336 HK.	5 SINCE	
THE EAST TOO HK INSP	LOTION.									
				PAGE 36						
				FAGL 30						

File No 8	23 5/12/84	LEPANTO,AR	A/C Reg. No. N731VM	Time (Lc1) - 1415 CDT
Occurrence #1 Phase of Operation			E/MALF	
1. IGNITION SYSTEM 2. MAINTENANCE,I	,MAGNETO - FAILURE	,PARTIAL AFT - INADEQUATE - OT PILOT IN COMMAND	THER MAINTENANCE PSNL	
Occurrence #2 Phase of Operation	DESCENT - EMERGE		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
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)	Airce (AVIATION)	aft Damage			Ini	uries	
Type operating der till late none (dene		TANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL	Fire		Crew	ο	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE		Pass	0	0	0	0
Aircraft Information							
	GBA G102 AEng Make/Model -					/Activated	
Landing Gear - HULL	Number Engines -			S	tall Warn	ing System	- NO
Max Gross Wt ~ 1020		N/A					
No. of Seats - 1	Rated Power -	N/A					
Environment/Operations Information Weather Data	Itinerary			Ainpont	Proximity		
Wx Briefing ~ NO RECORD OF BRIEFI		nt		ON AIR			
Method - N/A	MARANA, AZ				51111		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC			EL TIR	0		
Wind Dir/Speed- CALM					Ident		
Visibility - 60.0 SM	ATC/Airspace	_				- 5000 -l	JNK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight Pla					- GRAVEL	
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance		TEDN	Runway	Status	- DRY	
Precipitation - NONE	Type Apch/Lndg	- TRAFFIC PAT FULL STOP	TERN				
Condition of Light - DAYLIGHT		FUEL STOP					
Personnel Information Pilot-In-Command	Age - 46	Medical Cert	Hificate		FD		
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (H			
PRIVATE	Current - YES	Total		440	•	24 Hrs -	3
NONE	Months Since - 9			34	_	30 Days- UN	
GLIDER	Aircraft Type - L-13	Instrume	ent-	0	Last	90 Days-	15
Instrument Rating(s) - NONE							
PLT INITIALLY LINED UP FOR A STRAIGHT-I	N APPROACH TO LAND BUT ON				MAKE A 26		
TO LAND IN FRONT OF SPECTATORS WHO WER							
AND, THE LEFT WING CONTACTED THE GROUND							
						- 22	

File No 894 3/10/84 MARANA,AZ	A/C Reg. No. N128SS	Time (Lc1) - 1530 MST
Occurrence IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING		
Finding(s)		
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. IMPROPER DECISION,OSTENTATIOUS DISPLAY - PILOT IN COMMAND 3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND		
3. ALTITUDE - NUT MAINTAINED - PILUT IN CUMMAND		

----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

Brief of Accident

CTABLE Number Engin Engine Type Rated Power on Itinerary Last Departu	del - LYCOMING IO-3 nes - 1 - RECIP-FUEL IN - 200 HP	NJECTED	O O ELT I St Airport P	nstalled/A all Warnin Proximity	Minor O O .ctivated g System	
DING CO Eng Make/Mo CTABLE Number Engin Engine Type Rated Power Con Itinerary Last Departu	NONE del - LYCOMING IO-3 nes - 1 - RECIP-FUEL IN - 200 HP	Pass 360-C1C NJECTED	O ELT I St Airport P	O Installed/A all Warnin Proximity	o 	1 - YES/NO
CTABLE Number Engin Engine Type Rated Power on Itinerary Last Departu	del - LYCOMING IO-3 nes - 1 - RECIP-FUEL IN - 200 HP	360-C1C NJECTED	ELT I St Airport P	nstalled/A all Warnin Proximity	ng System	
Itinerary Last Departu	re Point					
	A ht Plan - VFR		Runway Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A N/A	
			Runway	Status -	· N/A	
Age - 67			e - EXPIRE	ED		
Current Months Since	- YES Total - 12 Make/M	 Model-	760 114	Last 24 Last 30) Days-	10 27 27
	ATC/Airspace Type of Flig Type of Clea Type Apch/Ln CGHT Age - 67 Biennial Flight Re Current Months Since	ATC/Airspace Type of Flight Plan - VFR Type of Clearance - NONE Type Apch/Lndg - FORCED LA GHT Age - 67 Medical Co Biennial Flight Review Current - YES Total Months Since - 12 Make/M Aircraft Type - PA-28R Instru	ATC/Airspace Type of Flight Plan - VFR Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING IGHT Age - 67 Medical Certificate Biennial Flight Review Flight Current - YES Total - Months Since - 12 Make/Model- Aircraft Type - PA-28R Instrument-	ATC/Airspace Runway Runway Type of Flight Plan - VFR Runway Type of Clearance - NONE Runway Type Apch/Lndg - FORCED LANDING CGHT Age - 67 Medical Certificate - EXPIRE Biennial Flight Review Flight Time (Ho Current - YES Total - 760 Months Since - 12 Make/Model- 114 Aircraft Type - PA-28R Instrument- 21	ATC/Airspace Runway Ident ATC/Airspace Runway Lth/Wid Type of Flight Plan - VFR Runway Surface - Type of Clearance - NONE Runway Status - Type Apch/Lndg - FORCED LANDING IGHT Age - 67 Medical Certificate - EXPIRED Biennial Flight Review Flight Time (Hours) Current - YES Total - 760 Last 24 Months Since - 12 Make/Model - 114 Last 30 Aircraft Type - PA-28R Instrument - 21 Last 90	Runway Ident - N/A ATC/Airspace Runway Lth/Wid - N/A Type of Flight Plan - VFR Runway Surface - N/A Type of Clearance - NONE Runway Status - N/A Type Apch/Lndg - FORCED LANDING IGHT Age - 67 Medical Certificate - EXPIRED Biennial Flight Review Flight Time (Hours) Current - YES Total - 760 Last 24 Hrs - Months Since - 12 Make/Model - 114 Last 30 Days- Aircraft Type - PA-28R Instrument - 21 Last 90 Days-

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----Narrative----

A FORCED LANDING WAS MADE ON A ROAD AFTER THE PLT SHUT DOWN THE ENG DUE TO A "RUN-AWAY" PROP. DURING THE LANDING ROLL, THE LEFT WING TIP STRUCK A REFLECTOR POST FOLLOWED BY THE RIGHT WING STRIKING A SIGN POST. AN ENG OVERHAUL & AN ANNUAL INSPECTION HAD BEEN COMPLETED 20 DAYS PRIOR TO THE ACCIDENT. DURING AN EXAM AFTER THE ACCIDENT, NO OIL WAS FOUND IN THE ENG AND THE OIL DRAIN PLUG WAS MISSING. THE DRAIN PLUG HAD NOT BEEN SAFETY WIRED AS REQUIRED BY THE MANUFACTURER.

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File No 8	55 6/26/84	GILA BEND, AZ	A/C Reg.	No. N4820T	Time (Lc1) - 1530 MST
Occurrence #1 Phase of Operation		ENT/SYSTEM FAILURE/M	ALFUNCTION		
2. LUBRICATING SYS	TEM - LOOSE NSTALLATION - IMPI TEM - LEAK AUSTION		NANCE PSNL		
Occurrence #2 Phase of Operation					
Occurrence #3 Phase of Operation		SION WITH OBJECT			
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

Brief of Accident

Basic Information		- NONE (OFNERAL				_		T 4 - 4		
Type Operating	Centificat	e-NUNE (GENERAL	AVIATION)		aft Damage TANTIAL	9	Fatal	Inju Serious		None
Type of Operat	ion	-PERSON			Fire	TANTIAL	Crew			1	0
Flight Conducte					NONE		Pass		0	2	ō
Accident Occurr								-	-		-
Aircraft Informat	tion										
Make/Model -	- PIPER PA-	28-140		Eng Ma	ake/Model -	LYCOMING (D-320-E2A	ELT	Installed/	Activated	- YES/YE
Landing Gear	- TRICYCLE-	FIXED		Number	- Engines -	1		S	tall Warni	ng System	- YES
Max Gross Wt				Engine	е Туре –	RECIPROCA	TING-CARBUR	ETOR			
No. of Seats	- 2			Rated	Power -	150 HP					
Environment/Opera	ations Info	rmation-									
Weather Data				Itinerary	/				Proximity		
Wx Briefing		RD OF BR	IEFING		eparture Poi	nt		OFF AI	RPORT/STRI	P	
	- N/A				AS ACC/INC						
Completeness				Destina				Airport D	ata		
Basic Weather				SEDO	NA, AZ						
Wind Dir/Spee									Ident		
Visibility									Lth/Wid		
Lowest Sky/C Lowest Ceilir	louds -	12000 F	T SCATTE	RED Type o [.]	f Flight Pla	n - NONE			Surface		
		NONE						Runway	Status	- N/A	
Obstructions				Type A	och/Lndg	- FORCE	D LANDING				
Precipitation											
Condition of	Light -	DAYLIGH	IT 								
Personnel Informa	ation										
Pilot-In-Command			Α	ge - 46		Medica	1 Certifica	te - VALID	MEDICAL-N	O WAIVERS	/LIMIT
Certificate(s)/Rating(s)		В	iennial Flig	ght Review - YES		Flig	ht Time (H	ours)		
PRIVATE				Current	- YES	To	tal -	140	Last 2	4 Hrs -	3
SE LAND				Months S	ince - 5	Mal	ke/Model-	138	Last 3	0 Days-	13
				Aircraft	Туре - РА-2	8 In	strument-	6	Last 9	0 Days-	37
Instrument	Pating(c)										

50 7/15/84	SCOTTSDALE, AZ	A/C Reg. No. N7445R	Time (Lc1) - 0730 MST
		ALFUNCTION	
BURETOR - FOREIGN	JBJECT		
	NCY	·	
N GEAR - OVERLOAD SE GEAR - OVERLOAD			
	LOSS OF POWER(TO TAKEOFF - INITIA SEPARATION BURETOR - FOREIGN (BURETOR - BLOCKED(FORCED LANDING DESCENT - EMERGEN COMPLETE GEAR COU LANDING - FLARE/	LOSS OF POWER(TOTAL) - MECH FAILURE/M TAKEOFF - INITIAL CLIMB SEPARATION BURETOR - FOREIGN OBJECT BURETOR - BLOCKED(TOTAL) FORCED LANDING DESCENT - EMERGENCY COMPLETE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN	LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION TAKEOFF - INITIAL CLIMB SEPARATION BURETOR - FOREIGN OBJECT BURETOR - BLOCKED(TOTAL) FORCED LANDING DESCENT - EMERGENCY COMPLETE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN

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

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Brief of Accident

File No 980 8/12/84 CHINLE	,AZ A/C Reg. No	A/C Reg. No. N29359			Time (Lcl) - 1420 MST				
-Basic Information Type Operating Certificate-ON-DEMAND AIR	TAXI Aircraft Damag SUBSTANTIAL	ge	Injuries Fatal Serious Minor Nom						
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0	1	0			
-Aircraft Information	·								
Make/Model - CESSNA 210L Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 6	Eng Make/Model - CONTINEN Number Engines - 1 Engine Type - RECIP-FU Rated Power - 300 H	EL INJECTED		Installed/A tall Warnir					
-Environment/Operations Information									
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point KAYENTA.AZ			Proximity RPORT/STRIF	•				
Completeness - N/A Basic Weather - VMC	Destination GALLUP,NM		Airport D	ata					
Wind Dir/Speed- CALM Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid -	N/A N/A				
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan - VFR Type of Clearance - VFR				· N/A · N/A				
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg - FORC	ED LANDING							
-Personnel Information									
	Age - 23 Medic Biennial Flight Review	al Certificat Fligh	te - VALID nt Time (H		WAIVERS,	/LIMIT			
COMMERCIAL, CFI	Current - YES T	otal -	1408	Last 24		4			
SE LAND, ME LAND		ake/Model-				59			
		nstrument- ulti-Eng -		Last 90) Days-	164			

Instrument Rating(s) - AIRPLANE

----Narrative----

AT ABOUT 1400 MST, THE PLT TOOK OFF. HE CLIMBED & LEVELED OFF AT 8500 FT. HE WAS USING FUEL FROM THE RIGHT TANK WHICH RAN DRY, THEN HE SWITCHED TO THE LEFT TANK. AT THAT TIME, HE THOUGHT HE HAD 30 MINS OF FUEL REMAINING. HE DECIDED TO LAND AT CHINLE, AZ, & STARTED A DESCENT THEN THE ENG BEGAN TO RUN ROUGH. HE LEVELED OFF IN AN ATTEMPT TO REACH CHINLE, BUT THE LEFT TANK RAN DRY. THE PLT DECIDED TO LAND ON A DIRT ROAD, BUT DELAYED LOWERING THE GEAR. THE ACFT TOUCHED DOWN BEFORE THE GEAR WAS FULLY EXTENDED & THE GEAR COLLAPSED.

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File NO 98	80 8/12/84	CHINLE,AZ	A/C Reg. No	. N29359	Time (Lc1) - 1420 MST
Occurrence #1 Phase of Operation		AL) - NON-MECHANICAL			
Finding(s) 1. AIRCRAFT PREFLIG 2. FLUID,FUEL - LO 3. FLIGHT TO ALT 4. FUEL SUPPLY - II 5. FLUID,FUEL - EX	V LEVEL ERNATE DESTINATION NADEQUATE - PILOT I	- INITIATED - PILOT N COMMAND			
Occurrence #2 Phase of Operation		сү			
Docurrence #3	GEAR COLLAPSED LANDING - FLARE/T	OUCHDOWN			
Phase of Operation					

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

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

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asic Information Type Operating Certificate-NONE (GENERA		rcraft Damage			Injur		
		ESTROYED		Fatal	Serious	Minor	None
Type of Operation -UNKNOWN Flight Conducted Under -14 CFR 91	Fi	re N GROUND	Crew Pass	1	0	0	0
Accident Occurred During -CRUISE	U.	IN GROUND	Fass		U	Ū	U
Aircraft Information							
Make/Model - ROBINSON R22	U .	- LYCOMING 0-32	0-B2C		installed/A		
Landing Gear - SKID	Number Engines				tall Warnir	ng System	- NO
Max Gross Wt - 1300 No. of Seats - 2	Engine Type Rated Power	- RECIPROCATING - 124 HP	-CARBURE I UI	ĸ			
Environment/Operations Information							
Veather Data	Itinerary	.	Α		Proximity		
Wx Briefing - NO RECORD OF BRIEFING		Point		OFF AIF	RPORT/STRIP)	
Méthod - N/A Completeness - N/A	UNK/NR Destination		A 👬	rport Da	+-		
Basic Weather - VMC	UNK/NR		AL	rport Da	ita		
Wind Dir/Speed- 270/020 KTS				Runway	Ident -	N/A	
Visibility - 25.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Clearan	ce - NONE		Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 50	Nedical Ca	rtificate				ודד
Certificate(s)/Rating(s)	Biennial Flight Revie		Flight			KIVER5/EIN	
COMMERCIAL	Current - Y			10	Last 24	1 Hrs -	2
NONE	Months Since -			56	Last 30		37
HELICOPTER	Aircraft Type - R	22 Instru	ment- UNK/	NR	Last 90) Days-	95
		Multi-	Eng - UNK/	NR	Rotorcr	raft -	310
Instrument Rating(s) - NONE							
Narrative							
HELICOPTER COLLIDED WITH 2 CABLES SUPPORT							

File No 8	24 2/22	/84 THOUSAND DAKS	S,CA A/	C Reg. No. N8404S	Time (L	cl) - 1556 PST	
Dccurrence #1 Phase of Operation	IN FLIGHT C	DLLISION WITH OBJEC					
2. IMPROPER DE 3. OBJECT - WIRE,T	- NOT MAINTA CISION,COMPLA RANSMISSION	INED - PILOT IN COM CENCY - PILOT IN CO E - PILOT IN COMMAND	MMAND				
Occurrence #2 Phase of Operation		OLLISION WITH TERRA	IN				

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

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

File No 895 3/06/84 DELANO),CA A/C Re	g. No. N4336S	т	ime (Lcl) -	1730 PST	
Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraft SUBSTAN		Fatal	Injuri Serious	ies Minor	None
Type of Operation -AERIAL APPLIC Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	÷	Crew Pass	0	0	0	1 0
Aircraft Information Make/Model - AIR TRACTOR AT-300 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 1		R-985-AN1 IPROCATING-CARBURE 450 HP		Installed/Ac tall Warning		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/003 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command		NONE	OFF AI Airport D Runway Runway Runway Runway	/ Ident - / Lth/Wid - / Surface - / Status -	N/A N/A	
	Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - C-150	Fligh Total - Make/Model-	t Time (⊦ 2100 420		Hrs - Days-	4 50 150
Instrument Rating(s) - NONE						
Narrative E PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT D LOWERED THE NOSE. HE STATED HE REMAINED IN FT SIDE OF THE RWY. AFTER ABOUT 165 DEG OF T E WINGS WERE NEARLY LEVEL. THE PLT STATED TH RM EQUIPMENT & THE LEFT BOOM STRUCK A WOOD F	TURN FROM DOWNWIND TO FINA N THE TURN TO AVOID POWER L TURN, THE MAIN GEAR CONTACT HAT WHEN THE ACFT TOUCHED DO	. WHEN HE FELT A BU NES. THE POWER LIN D THE GROUND PRIOF DWN, THE RIGHT WING	UFFET. HE IES WERE L TO THE T CONTACTE	OCATED ALONG	G THE ILE =	
	PAGE 48					

File No 89	5 3/06/84 DELAND,CA	A/C Reg. No. N4336S	Time (Lc1) - 1730 PST
Occurrence #1 Phase of Operation	UNDERSHOOT APPROACH - VFR PATTERN - BASE	TO FINAL	
2. DISTANCE - MISJU 3. AIRSPEED - MISJU	- MISJUDGED - PILOT IN COMMAND DGED - PILOT IN COMMAND DGED - PILOT IN COMMAND AINTAINED - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH OBJEC APPROACH - VFR PATTERN - FINAL		
inding(s) 5. OBJECT - VEHICLE			· · · · · · · · · · · · · · · · · · ·
Occurrence #3 Phase of Operation	NOSE OVER LANDING		
inding(s) 6. TERRAIN CONDITIO	N - DITCH		
Probable Cause			

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

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Brief of Accident

asic Information				Tradum	100	
Type Operating Certificate-NONE (GENERAL AV	IATION) Aircraft D MINOR	amage	Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	õ	õ	õ	Ó
Accident Occurred During -TAXI		Other	0	0	1	1
ircraft Information						
Make/Model - NORTH AMERICAN T-6G	Eng Make/Model - P&W R	-1340-AN1		Installed/A		
Landing Gear - TAILWHEEL-RETRACTABLE MAINS				tall Warnin	ig System	n - NO
Max Gross Wt - 4808	Engine Type - RECIP		OR			
No. of Seats - 2	Rated Power - 60	O HP				
nvironment/Operations Information						
leather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR			
Method - N/A	RAMONA, CA					
Completeness - N/A	Destination	L. L	lirport D			
Basic Weather - VMC	SAME AS ACC/INC		RAMONA			
Wind Dir/Speed- 270/008 KTS					27	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan - N Type of Clearance - N			Surface - Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg - 1		Kunway	Status -	DRI	
Precipitation - NONE		ULL STOP				
Condition of Light - DAYLIGHT	·	022 310				
Personnel Information						
Pilot-In-Command Age	- 60 Me	dical Certificate	- VALID	MEDICAL-WA	IVERS/LI	MIT
	nnial Flight Review		: Time (H			
PRIVATE	Current - YES		924		Hrs - U	
SE LAND	Months Since - 24		202) Days- U	
	Aircraft Type - T-6G	Instrument-	52	Last 90	Days-	22

Instrument Rating(s) - NONE

----Narrative----

THE PLT OF A NORTH AMERICAN T-6G, N1364J, HAD JUST LANDED & WAS TAXIING DOWN A PARALLEL TAXIWAY TO THE APCH END OF THE RWY TO TAKEOFF AGAIN. AT ABOUT THE SAME TIME, A CESSNA 150K, N6402G, HAD BEEN STOPPED AT THE INTERSECTION OF THE PARALLEL TAXIWAY & ANOTHER ADJOINING TAXIWAY. THE CESSNA 150 HAD BEEN STOPPED SO THAT THE INSTRUCTOR (CFI) COULD GET OUT OF THE ACFT & THE STUDENT COULD PROCEED WITH HIS 3RD SUPERVISED SOLO. AS THE T-6 APPROACHED THE INTERSECTION WHERE THE CESSNA WAS PARKED, THE T-6 PLT MADE A SHALLOW S-TURN TO THE LEFT, THEN S-TURNED BACK TO THE RIGHT. AT THAT TIME. THE LEFT WING OF THE T-6 IMPACTED THE EMPENNAGE OF THE CESSNA FROM THE LEFT REAR. THE CFI HAD JUST DEPLANED & WAS STANDING ON THE GROUND NEXT TO THE CESSNA. HE WAS KNOCKED OFF BALANCE & GRABBED THE STRUT TO KEEP FROM FALLING TOWARD THE PROPELLER. HE THEN FELL UNDER THE CESSNA & INJURED HIS KNEE. NONE OF THE PLTS WERE AWARE THAT THE COLLISION WAS ABOUT TO OCCUR.

File No 9	963 3/24/84 RAMONA,CA	A/C Reg. No. N1364J	Time (Lc1) - 1630 PST	_
Occurrence Phase of Operation	ON GROUND COLLISION WITH OBJECT TAXI			
Finding(s) 1. OBJECT - AIRCRA 2. VISUAL LOOKOU	FT PARKED IT - 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

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

File No 9	963 3,	/24/84	RAMONA,	CA	A/C Reg.	No. N6402G	I	ime (Lcl) -	1630 PST	
Basic Informatic Type Operating		te-NONE	(GENERAL		rcraft Da UBSTANTIA		Fatal	Injur Serious	ies Minor	None
Type of Opera	tion	-INSTR	UCTIONAL	-	re	Crew	0	0	1	1
Flight Conduct		-14 CF			IONE	Pass	ŏ	õ	Ó	0
Accident Occur	red During					Other	Ō	ō	Ō	1
Aircraft Informa										
Make/Model	- CESSNA 1	50K		Eng Make/Model	- CONTIN	ENTAL 0-200		Installed/A		
Landing Gear	- TRICYCLE	-FIXED		Number Engines	; - 1		9	Stall Warnin	g System	- YES
Max Gross Wt					- RECIPR	DCATING-CARBURE	TOR			
No. of Seats	- 2			Rated Power	- 100	HP				
Environment/Oper	rations Inf	ormation								
Weather Data				Itinerary				Proximity		
Wx Briefing Method	- NO REC - N/A	ORD OF B	RIEFING	Last Departure SAN DIEGO.CA	Point		ON AII	RPORT		
Completeness				Destination			Airport I	Data		
Basic Weather	- VMC			SAME AS ACC/1	NC		ROMAN			
Wind Dir/Spe	ed- 270/00	8 KTS					Runway	/Ident -	27	
Visibility				ATC/Airspace			Runwa	∕Lth/Wid -	4000/	150
Lowest Sky/(Clouds -	CLEAR		Type of Flight	Plan - NO	NE	Runwa	y Surface -	ASPHALT	
Lowest Ceil	ing	- NONE		Type of Clearar	nce - NO	NE	Runwa	y Status –	DRY	
Obstruction	s to Vision	- NONE		Type Apch/Lndg	- FU	LL STOP				
Precipitatio										
Condition o	f Light	- DAYLIG	HT 							
Personnel Inform										
Pilot-In-Comman				lge - 24		ical Certificat				
Certificate(s)/Rating(s)	B	liennial Flight Revie			it Time (I			
STUDENT				Current - N		Total -			Hrs - UN	
	a territoria	1.50		Months Since - N		Make/Model-	18) Days- UN	•
				Aircraft Type - N	N/A	Instrument-	• 1	Last 90) Days-	4
	_			and the second sec		gi ta san				
Instrumen	t Rating(s)	- NONE								
Narrative										
	MEDICAN T-	66 N136		JUST LANDED & WAS TA	TTNG DOWN				•	
				TIME, A CESSNA 150K						
				(IWAY. THE CESSNA 150						
				ROCEED WITH HIS 3RD					1)	
				-6 PLT MADE A SHALL					THE	
				MPACTED THE EMPENNA						
				TO THE CESSNA. HE						
				N FELL UNDER THE CES						
WARE THAT THE COLL	1 · · · · · · · · · · · · · · · · · · ·									
				PAGE 52						

File No 963 3/24/84 RAMONA.CA	A/C Reg. No. N6402G	Time (Lc1) - 1630 PST	
Occurrence ON GROUND COLLISION WITH OBJECT Phase of Operation STANDING			
Finding(s) 1. OBJECT - AIRCRAFT MOVING ON GROUND 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT			

----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

National Transportation Safety Board Washington, D.C. 20594 Brief of Accident

A/C Reg. No. N753CW File No. - 822 4/07/84 BUELLTON.CA Time (Lcl) - 1125 PST ----Basic Information----Type Operating Certificate-ON-DEMAND AIR TAXI Aircraft Damage Injuries MINOR Fatal Serious Minor None Type of Operation -POSITIONING Fire 0 0 Crew 0 1 Flight Conducted Under -14 CFR 91 NONE 0 0 0 0 Pass Accident Occurred During -CLIMB 0 0 2 Other 0 ----Aircraft Information----Make/Mode1 - BEECH E18S Eng Make/Model - P&W R-985 ELT Installed/Activated - YES/NO Landing Gear - TAILWHEEL-ALL RETRACTABLE Number Engines - 2 Stall Warning System - UNK/NR Max Gross Wt - 9300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 10 Rated Power - 450 HP _____ ----Environment/Operations Information----Weather Data Itinerary Airport Proximity - NO RECORD OF BRIEFING Wx Briefina Last Departure Point OFF AIRPORT/STRIP Method - N/A SANTA MARIA.CA Completeness - N/A Destination Airport Data Basic Weather - VMC HAWTHORNE.CA Wind Dir/Speed- 316/016 KTS Runwav Ident - N/A Visibility - 15.0 SM ATC/Airspace Runwav Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Runway Surface - N/A Type of Flight Plan - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - VFR Type Apch/Lndg Obstructions to Vision- NONE - PRECAUTIONARY LANDING Precipitation - NONE Condition of Light - DAYLIGHT ----Personnel Information----Pilot-In-Command Aae -40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES ATP Total - 6336 Last 24 Hrs -SE LAND, ME LAND Last 30 Days- UNK/NR Months Since - 11 Make/Model-2413 Aircraft Type - UNK/NR Instrument-249 Last 90 Davs-148 Multi-Eng -2803 Instrument Rating(s) - AIRPLANE ----Narrative----THESE ACFT COLLIDED IN FLT WHILE BEING FERRIED. THE WEATHER WAS VMC. N8711 WAS DAMAGED SUBSTANTIALLY AND N753CW RECEIVED MINOR DAMAGE. BOTH ACFT LANDED AT SANTA YNEZ ARPT WHERE N8711 LOST CONTROL DURING ROLLOUT AND RAN OFF THE RWY. N753CW WAS LANDED WITH THE RIGHT ENG SHUT DOWN. EACH PLT SAID THAT HE DID NOT SEE THE OTHER ACFT. _____

File No 8:	22 4/07/84	BUELLTON, CA	A/C Reg. No. N753CW	Time (Lc1) - 1125 PST	
				· · · · · · · · · · · · · · · · · · ·	
ccurrence #1 hase of Operation	CLIMB - TO CRUISE	м х н			
1. VISUAL LOOKOUT	INADEQUATE - PILC	IT IN COMMAND	n an an an Anna an Anna an Anna an Anna an Anna an Anna Anna an Anna an Anna an Anna an Anna an Anna an Anna an Anna an Anna an Anna an Anna an Anna an Anna an Anna an		
ccurrence #2 hase of Operation	LOSS OF POWER(PAR OTHER	RTIAL) - MECH FAILURE	/MALF		
inding(s) 3. PROPELLER FEATH 4. PRECAUTIONARY L		PILOT IN COMMAND - PILOT IN COMMAND			
Probable Cause					

is/are finding(s) 1,2

.

Brief of Accident

-Basic Information Type Operating Certifica	te-ON-DEMAND	AIR TAXI		t Damage			Inju	iries	
_		_	SUBSTA			Fatal	Serious		
Type of Operation	-POSITIONIN	G	Fire		Crew	0	0	0	1
Flight Conducted Under Accident Occurred During			NONE	1	Pass Other	0 0	0	0 0	1 1
-Aircraft Information									
Make/Model - BEECH E18	BS	Eng M	ake/Model - P&	W R-985		ELT	Installed/	Activate	d - YES/NO
Landing Gear - TRICYCLE	-RETRACTABLE	Numbe	r Engines - 2	W R-985		` S [.]	tall Warni	ng Syste	m – UNK/NR
Max Gross Wt - 9300		Engin		CIPROCATING-CA					
No. of Seats - 10		Rated	Power -	450 HP					
-Environment/Operations Info	ormation								
Weather Data		Itinerar			Α		Proximity	-	
Wx Briefing - NWS			eparture Point			OFF AI	RPORT/STRI	P	
Method - UNK/NR			A MARIA,CA						
Completeness - WEATHER	R NOT PERTINE				Ai	rport Da	ata		
Basic Weather - VMC		LONG	BEACH, CA			-	•		
Wind Dir/Speed- 300/01							Ident	- N/A	
Visibility - 15.0		ATC/Airs		NONE			Lth/Wid		
Lowest Sky/Clouds - Lowest Ceiling	- NONE		f Flight Plan f Clearance				Surface Status		
Obstructions to Vision				- FORCED LANDI	NC	Runway	Status	- N/A	
Precipitation		туре А	pen/ Linug	- FURCED LANDI	NG				
Condition of Light									
-Personnel Information									c / 1 1 1 1 1 T
Pilot-In-Command	、			Medical Certi				U WAIVER	S/LIMII
Certificate(s)/Rating(s)		ght Review			Time (H			2
COMMERCIAL, ATP, CFI		Current	- YES	Total Maka (Mada	- 20	25		24 Hrs - 30 Davs-	
ME LAND		Months S	ince - 3	Make/Mode Instrumen		20		BO Days-	•
		Aircratt	Type - UNK/NR	Multi-Eng		20	Lasts	Days-	150
				Multi-Eng		00			
Instrument Rating(s)	- AIRPLANE								
-Narrative									
SE ACFT COLLIDED IN FLT WHI									ED
NOR DAMAGE. BOTH ACFT LANDED						RAN OF	F THE RWY.	N753CW	
S LANDED WITH THE RIGHT ENG	SHUT DOWN. EA	CH PLT SAID THA	T HE DID NOT S	EE THE OTHER A	CFT.				

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File No 82	22 4/07/84	BUELLTON, CA	A/C Reg. No.	N8711	Time (Lc1) - 1125	PST
ccurrence #1 hase of Operation						
	- INADEQUATE - PILOT - INADEQUATE - PILOT					
ccurrence #2 hase of Operation						
ccurrence #3 hase of Operation	LOSS OF CONTROL -	ON GROUND			anda an an an Ariana Ariana Ariana	
	TROL - NOT POSSIBLE RVE - UNCONTROLLED -	- PILOT IN COMMAND				

is/are finding(s) 1,2

Brief of Accident

File No 966 5/01/84 UKIA	H,CA A	/C Reg. No. N	63813	т	ime (Lcl) -	1315 PD	г
Basic Information Type Operating Certificate-NONE (GENER	•	craft Damage STROYED		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	Fir ON	e GROUND	Crew Pass	1 2	0 0	0 0	0
Aircraft Information Make/Model - PIPER PA-23-250 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200 No. of Seats - 6	5 31				Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Departure P CARLSBAD,CA	oint	<i>i</i>		Proximity RPORT/STRIP		
Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 130/008 KTS Visibility - 1.500 SM Lowest Sky/Clouds - Lowest Ceiling - 1000 FT OBS Obstructions to Vision- FOG Precipitation - RAIN	Destination UKIAH,CA ATC/Air'space Type of Flight P CURED Type of Clearanc Type Apch/Lndg			Runway Runway	Ident - Lth/Wid - Surface -	·	150
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 49 Biennial Flight Review Current - UN Months Since - UN Aircraft Type - UN	K/NR Tota K/NR Make K/NR Inst	Certificate Flight 1 - 3(Model- UNK, rument- UNK, i-Eng - UNK,	Time (H DOO /NR /NR	lours) Last 24 Last 30 Last 90	Hrs - U Days- U Days- U Days- U	NK/NR NK/NR
Instrument Rating(s) - AIRPLANE							
Narrative URING ARRIVAL, THE PLT WAS CLEARED FOR A LO T THE TUCCI INTERSECTION, 15.5 MI NORTH OF AS ABOUT 5 MI NORTH OF THE ARPT. AT 1313, T HAT HE WAS 5.5 MI ON THE DME (5.5 MI NORTH UBSEQUENTLY, IT CRASHED ON RISING MOUNTAINO N INVESTIGATION REVEALED THAT THE DME WAS S OCATED ABOUT 6 MI SOUTH-SOUTHEAST OF THE AR ECEIVER WHICH WAS TUNED TO THE LOC/DME AT T ITH LIGHT RAIN & FOG. WIND 130 DEG AT 8 KTS	C/DME RWY 15 APCH TO THE THE RWY. AT 1311:04 THE HE UKIAH FSS PERSONNEL R OF THE ARPT). THERE WERE US TERRAIN ABOUT 4 MI SO ELECTED TO THE #2 NAV RE PT. FOR THE APCH, THE DM HE ARPT. THE 1324 WX AT	UKIAH ARPT. LAST RADAR CO EQUESTED THE NO FURTHER C UTH OF THE AR CEIVER WHICH E SHOULD HAVE	AT 1307 PDT INTACT SHOWED ACFT'S POSI IOMMUNICATION PT AT AN ELL WAS TUNED TO BEEN SELEC	D THAT T FION & T NS WITH EVATION D THE UK FED ON T	HE ACFT HE PLT REPO THE ACFT. OF 200 FT. MAH VOR, HE #1 NAV	RTED	

File No 966	5/01/84 UKIAH,CA	A/C Reg. No. N63813	Time (Lc1) - 1315 PDT	
Occurrence IN F Phase of Operation APPR(_IGHT COLLISION WITH TERRAIN DACH			
Finding(s) 1. IFR PROCEDURE - IMPRO 2. WEATHER CONDITION - LO 3. WEATHER CONDITION - R 4. WEATHER CONDITION - FO 5. TERRAIN CONDITION - R 6. TERRAIN CONDITION - R	DW CEILING AIN DG DUNTAINOUS/HILLY			
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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraf DESTRO	t Damage YED	Fatal	Inju Serious	uries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew Pass	0 0	0 0	0 0	1 0
Aircraft Information Make/Model - MOLINO OY PIK 20E Landing Gear - UNK/NR Max Gross Wt - 1036 No. of Seats - 1	Eng Make/Model - RO Number Engines - 1 Engine Type - RE Rated Power -			Installed, Stall Warn		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/012 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	ON AIF Airport [SKY SA Runway Runway Runway		- ASPHALT	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND GLIDER	Age - 56 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/NG	Total - Make/Model-	nt Time (H 450 200	Hours) Last 1 Last 1	WAIVERS/LI 24 Hrs - U 30 Days- U 90 Days- U	INK/NR INK/NR
Instrument Rating(s) - NONE						
Narrative PLT STATED THAT DURING TAKEOFF, THE MOT DS NEXT TO THE 20 FT WIDE PAVED RWY. THE THE RIGHT & THE FUSELAGE FAILED. THE PLT GS THAT MAY HAVE TO BE LOWERED TO CORREC	WEEDS WERE ABOUT 2 1/2 FT TA STATED THAT THE ARPT WAS NOT	LL. SUBSEQUENTLY, MAINTAINED PROPER	THE GLIDE LY FOR ACI	R "GROUND	LOOPED"	

	67 6/03/84	FREMONT, CA	A/C Reg. No. N705W	Time (Lc1) - 1400 PDT
Occurrence Phase of Operation	IN FLIGHT COLLIS TAKEOFF - INITIA	ION WITH TERRAIN		

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. 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

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

Brief of Accident

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File No 8	48 6/0	03/84 CORONA,CA			A/C R	A/C Reg. No. N27303			Time (Lc1) - 1020 PDT			
asic Informatic Type Operating		-NONE	(GENERAL	AVIATION)	Aircraf DESTRO	t Damage		Fatal		uries Mino		None
Type of Operat Flight Conduct Accident Occur	ed Under	-14 CF			Fire NONE		Crew Pass	0 0	1		1	0 0
ircraft Informa Make/Model Landing Gear Max Gross Wt No. of Seats	- AERONCA 65 - TRICYCLE-F - 1150			Number Engine	ke/Model - COI Engines - 1 Type - RE(Power -	CIPROCATING	-65-3	ELT J S1				
nvironment/Oper eather Data Wx Briefing Method Completeness	- NO RECOR - N/A				parture Point AS ACC/INC				RPORT/STR			
Basic Weather Wind Dir/Spe Visibility Lowest Sky/O	- VMC ed- CALM - 7.0	SM 3000	FT	LOCAL ATC/Airsp		- NONE	÷	Runway	Ident Lth/Wid Surface	- N/A		
Lowest Ceili Obstructions Precipitatic Condition of	ng - to Vision- n -	3000 NONE NONE	FT BROKEN	Type of	Clearance ch/Lndg	- NONE - NONE		Runway	Status	- N/A		
ersonnel Inform Pilot-In-Commar Certificate(s	d			lge - 62		Medical Ce	ertificate	e - VALID	MEDICAL-		LIMIT	
PRIVATE SE LAND)/Rating(S)			Current Months Si Aircraft	- NO nce - 28 Type - 65-C	Total Make/M Instru	fight - lodel- iment-	t Time (Ho 668 600 0	Last Last Last Last	24 Hrs - 30 Days- 90 Days-		NR 7 7
Instrument	Rating(s)	- NONE										
larrative TAKING OFF ON D. THE CFI PUSH ROUND FROM ABOL	ED RUDDER TO	TRY T	O COUNTER	ACT ROLLING	OF THE ACFT,	BUT THE PLA	NE WALLO) .	

File No 84	6/03/84	CORONA, CA	A/C Reg. No	. N27303	Time (Lc1) - 1020 PDT	
Occurrence #1 Phase of Operation	AIRFRAME/COMPONEN Takeoff - Initian	NT/SYSTEM FAILURE/MALF _ CLIMB	UNCTION			
inding(s) 1. FLT CONTROL SYST 2. FLT CONTROL SYST						
Occurrence #2 Phase of Operation						
ccurrence #3 hase of Operation						
Probable Cause						

1

Brief of Accident

File No 821 6/20/84		A/C Keg. 1	No. N5340J		ime (Lc1) ·		
-Basic Information Type Operating Certificate-ON-DEM/		Aircraft Da		F 1 - 1	Injur		News
Name of Carrier -SIERRA Type of Operation -NON SCH	HED, DOMESTIC, CARGO	SUBSTANTIA Fire	L Crev		Serious O		None 1
Flight Conducted Under -14 CFR	135	NONE		-	0		1
Accident Occurred During -LANDING	G			-	-	-	
-Aircraft Information							
Make/Model - CESSNA 404		Model - CONTIN					
Landing Gear - TRICYCLE-RETRACTAE		ngines - 2			tall Warnin	ng System	- YES
Max Gross Wt - 6300 No. of Seats - 2	Rated Pow	vpe - RECIP- ver - 375	HP				
-Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Weather Data Wx Briefing - FSS Method - TELEPHONE	Last Depar			ON AIR	PORT		
	SAME AS	ACC/INC					
Completeness - WEATHER NOT PER		ו		Airport D		T 1	
Basic Weather - VMC Wind Dir/Speed- 300/015 KTS	RENO, NV				ANCISCO IN Ident		
Visibility - 10.0 SM	ATC/Airspace	`			Lth/Wid		200
Lowest Sky/Clouds - 1100 F	T Type of Fi	. Liaht Plan - IF	P		Surface ·		200
Lowest Ceiling - 1100 F	TBROKEN Type of C	learance - IF	R		Status		
Obstructions to Vision- NONE	Type Apch/	Lndg - PR	ECAUTIONARY L	ANDING		- · ·	
Precipitation - NONE		5					
Condition of Light - DAYLIGH	T	,					
-Personnel Information							
Pilot-In-Command	Age - 27		ical Certifica			D WAIVERS/	LIMI
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ght Time (H	ours)	4 Une -	2
ATP SE LAND,ME LAND	Current Northa Since	- YES 9 - 4	lotal -	1837	Last 24	4 ANS - 0 Dovo- UN	
SE LAND, ME LAND	Aincraft Tyr	e - 4 De - 404	Total - Make/Model- Instrument-	173	Last St	0 Days- UN 0 Days-	165
	AllClart Ty		Multi-Eng -	325	Last	0 Days	105
Instrument Rating(s) - AIRPL	ANE						
-Narrative							
NOSE BAGGAGE DOOR OF THE ACFT CAME (
AN TO PITCH UP & ROLL RIGHT. HE FELT						TAKEOFF	
ANDED GEAR-UP ON THE REMAINING RWY. I	NOTHING WAS FOUND WRONG	G WITH THE UNDA	MAGED NOSE BAG	GGAGE DOOR.			

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File No 8	21 6/20/84	SAN FRANCISCO,CA	A/C Reg. No. N5340J	Time (Lcl) - 0914 PDT	
Occurrence #1 Phase of Operation	MISCELLANEOUS/OT TAKEOFF - INITIA				
Finding(s) 1. DOOR,CARGO - UN 2. AIRCRAFT PREF 3. DOOR,CARGO - OP	IGHT - INADEQUATE	- PILOT IN COMMAND			
	IN FLIGHT COLLIS LANDING - FLARE/				
Finding(s) 4. PRECAUTIONARY L 5. WHEELS UP LANDII) - PILOT IN COMMAND 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

Brief of Accident

asic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da	amage		Injur	ies	
, , , , , , , , , , , , , , , , , , ,		SUBSTANTI		Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crev	w O	0	0	1
		NONE	Pass	s O	0	0	2
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - PIPER PA-28-151			ING 0-320-E3D		installed/A		
Landing Gear - TRICYCLE-FIXED					all Warnin	g System	- YES
Max Gross Wt - 2150 No. of Seats - 4			ROCATING-CARBU	RETOR			
No. of Seats - 4		er - 150					
nvironment/Operations Information							
eather Data	Itinerary	,		Airport F			
Wx Briefing - NO RECORD OF BRIEFING		ture Point		OFF AIF	PORT/STRIP		
Method - N/A	RENO, NV						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS	ACC/INC					
Wind Dir/Speed- VARIABLE/005 KTS						N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ight Plan - N			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of CI	earance - N	DNE RAFFIC PATTERN	Runway	Status -	N/A	
	Туре Арси/	Lhag - h	RAFFIC PATTERN				
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 36		dical Certifica			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight			ght Time (Ho			
COMMERCIAL, CFI	Current	- UNK/NR	Total -	5657	Last 24	Hrs -	
SE LAND, ME LAND	Months Since	- UNK/NR	Make/Model- Instrument-	390	Last 30	Days- UN	•
HELICOPTER	Aircraft Typ	e – UNK/NR	Instrument-	274	Last 90	Days-	
			Multi-Eng -	435	Rotorcr	aft -	2729
Instrument Rating(s) - AIRPLANE							
arrative							
LT STATED HE LANDED A LITTLE LONG ON THE	2800 FOOT DIRT R	OAD AND WAS U	NABLE TO STOP.	THE ACFT TH	RAVELED OFF		
ND OF THE ROAD AND COLLIDED WITH A RIVER							

File No 8	84 6/22/84	SACRAMENTO, CA	A/C Reg. No	D. N44190	Time (Lc1) - 1510 PDT
Occurrence #1 Phase of Operation	OVERRUN LANDING - ROLL				
Finding(s) 1. UNSUITABLE TERR 2. DISTANCE - MISJ 3. PROPER TOUCHDOW	UDGED - PILOT IN C		ND		
Occurrence #2 Phase of Operation		ION WITH TERRAIN			
Finding(s) 4. TERRAIN CONDITI	ON - DIRT BANK				
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

Brief of Accident

Basic Information Type Operating Certificate-	NONE (GENERAL AVIA	ATION) Aircra	aft Damage		Inj	uries	
		DEST	- · -	Fatal	Serious	s Minor	None
	INSTRUCTIONAL 14 CFR 91 LANDING	Fire NONE		Crew O Pass O	0	0 0	1 0
Aircraft Information Make/Model - BELL 47G-2 Landing Gear - SKID Max Gross Wt - 2450 No. of Seats - 3		Eng Make/Model - Number Engines - Engine Type - Rated Power -				d/Activated ning System	
Environment/Operations Inform							
Weather Data Wx Briefing - UNK/NR Method - ACFT RADI	1	Itinerary Last Departure Poin LIVERMORE,CA	nt		t Proximity IRPORT	/	
Lowest Sky/Clouds - C Lowest Ceiling - N Obstructions to Vision- N	SM A LEAR ONE ONE ONE	Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg		Runw Runw Runw	ANAN ay Ident ay Lth/Wid	- UNK/NR - UNK/NR - ASPHALT - DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	C	- 25 nial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certi Total Make/Mode Instrumen Multi-Eng	light Time - 71 - 39 t- UNK/NR	(Hours) Last Last Last	WAIVERS/LIN 24 Hrs - 30 Days- UN 90 Days- craft -	2
Instrument Rating(s) -	NONE						
Narrative RDING TO A PLT/OPERATOR STATE ENT STATED THAT THE APCH WAS S WIND." DURING THE TURN TO F WIND. DURING THE DISCUSSION, N SETTLING WITH POWER. SUBSEG RATED. THE HELICOPTER THEN BE	NORMAL UNTIL HE SI INAL APCH, THE STU THE STUDENT BECAM UENTLY, THE HELICO	LOWED TO 40 MPH & "M JDENT ATTEMPTED TO C E DISTRACTED. HE ALL OPTER TOUCHED DOWN H	ADE LEFT TURN TO DMMUNICATE WITH DW THE AIRSPEED ARD IN A TAIL LO	FINAL APPRO ATC TO REQUE FO DECAY & T	ACH INTO A ST A TURN 1 HE HELICOP1	INTO FER	
							·

File No 94	45 6/25/84 CON	CORD, CA	A/C Reg. No. N953		Time (Lc1) - 14	20 PD1
currence #1 ase of Operation	LOSS OF CONTROL - IN Approach		an an taon ann an taonach Taige ann an taointe an taige ann an taige an Taige ann an taige an			
2. WEATHER CONDITIO 3. AIRSPEED - RED	NG/DECISION - IMPROPER DN - TAILWIND DUCED - PILOT IN COMMAN OF EQUIPMENT/AIRCRAFT	D	- PILOT IN COMMAND			
5. DESCENT - UNCON						
currence #2 ase of Operation	IN FLIGHT COLLISION W APPROACH					
currence #3 ase of Operation	OTHER GEAR COLLAPSED Other					
nding(s)						
6. LANDING GEAR, SK	U ASSEMBLY - UVERLUAD					
6. LANDING GEAR,SK			· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	
Probable Cause		termines that the Pro	obable Cause(s) of this	s accident	·	
Probable Cause Ne National Transpo Are finding(s) 1			obable Cause(s) of this	accident		
Probable Cause Ne National Transpo Are finding(s) 1	 rtation Safety Board de		obable Cause(s) of this	accident		
Probable Cause e National Transpor /are finding(s) 1 ctor(s) relating to	 rtation Safety Board de		obable Cause(s) of this	accident		
Probable Cause e National Transpor /are finding(s) 1 ctor(s) relating to	rtation Safety Board de		obable Cause(s) of this	accident		
Probable Cause e National Transpo /are finding(s) 1 ctor(s) relating to	rtation Safety Board de	finding(s) 2,3,4	obable Cause(s) of this	accident		
Probable Cause e National Transpor /are finding(s) 1 ctor(s) relating to	rtation Safety Board de		obable Cause(s) of this	accident		
Probable Cause e National Transpor /are finding(s) 1 ctor(s) relating to	rtation Safety Board de	finding(s) 2,3,4	obable Cause(s) of this	accident		
Probable Cause le National Transpo /are finding(s) 1 lctor(s) relating to	 tation Safety Board de	finding(s) 2,3,4	obable Cause(s) of this	accident		
Probable Cause e National Transpor /are finding(s) 1 ctor(s) relating to	 tation Safety Board de	finding(s) 2,3,4	obable Cause(s) of this	accident		
Probable Cause e National Transpo /are finding(s) 1 ctor(s) relating to	 tation Safety Board de	finding(s) 2,3,4	obable Cause(s) of this	accident		
Probable Cause e National Transpor /are finding(s) 1 ctor(s) relating to	tation Safety Board de	finding(s) 2,3,4	obable Cause(s) of this	accident		
Probable Cause e National Transpo /are finding(s) 1 cctor(s) relating to	tation Safety Board de	finding(s) 2,3,4	obable Cause(s) of this	accident		

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Brief of Accident

	8 6/2	27/84	YUBA CITY,CA	A/C R	eg. No. N530HA		Time (Lc1) -	· 0705 F	PDT
-Basic Information Type Operating		-AGRICUL	TURAL AIRCRAFT		t Damage	[ato]	Injur		. None
Type of Operati	on	-AFRTAI	APPLICATION	SUBSTAI Fire	Cre	Fatal ew O	Serious O	Minor O	
Flight Conducte Accident Occurr	d Under ed During	-14 CFR	137	NONE	Pas		ŏ	ŏ	
-Aircraft Informat	ion								
Make/Model -	HILLER UH-	-12E	Er	ng Make/Model - LY	COMING VO-540	EL1	Installed/#	Activate	ed - NO -N
Landing Gear -			N	umber Engines - 1			Stall Warnin	ng Syste	em – NO
Max Gross Wt -			Ei	ngine Type - RE	CIPROCATING-CARBL	JRETOR			
No. of Seats -	3		Ra	ated Power -	305 HP				
-Environment/Opera	tions Infor	mation							
Weather Data			Itine	erary		Airport	: Proximity		
Wx Briefing Method	- NO RECOR - N/A	ND OF BRI		st Departure Point SAME AS ACC/INC		OFF A	IRPORT/STRIF	b	
Completeness Basic Weather				tination _OCAL		Airport	Data		
Wind Dir/Spee	d- UNK/NR					Runwa	ay Ident ·	- N/A	
Visibility		SM	ATC//	Airspace			ay Lth/Wid ·		
Lowest Sky/Cl				pe of Flight Plan	- NONE		y Surface		
Lowest Ceilin				be of Clearance			y Status		
Obstructions Precipitation Condition of	-	NONE		be Apch/Lndg	- FORCED LANDING				
T-f									
-Personnel Informa Pilot-In-Command			Age -	56	Medical Certific	cate - VALI	D MEDICAL-NO) WAIVER	RS/LIMIT
Certificate(s)				Flight Review	F1	iaht Time (Hours)		
COMMERCIAL	,					27402	Last 24	4 Hrs -	UNK/NR
SE LAND, ME	LAND		Mont	ent - YES ns Since - 2	Make/Model-	1980	Last 30	Davs-	
HELICOPTER				raft Type ~ UNK/NR	Instrument-	310	Last 90	Davs-	320
					Instrument- Multi-Eng -	950	Rotorci	raft -	1980
Traterumant	Rating(s)	- UNK/NR							
Instrument									
-Narrative ER DISPENSING 8 LO									
-Narrative ER DISPENSING 8 LO ROACHING TRANSITIO	NAL LIFT A	F APRX 6	FT AGL, THE HE	LICOPTER BEGAN A V	IBRATION & IMMED	IATELY LOS	ROTOR RPM.		
-Narrative ER DISPENSING 8 LO ROACHING TRANSITIO INITIATED A LANDI	NAL LIFT AT NG STRAIGHT	F APRX 6 F AHEAD,	FT AGL, THE HE BUT THE HELICO	LICOPTER BEGAN A V PTER YAWED TO THE	IBRATION & IMMED LEFT & TOUCHED D	IATELY LOST DWN LEVEL T	ROTOR RPM.		
-Narrative ER DISPENSING 8 LO ROACHING TRANSITIO INITIATED A LANDI BBED-TO-THE-LEFT A	NAL LIFT AT NG STRAIGHT TTITUDE. TH	F APRX 6 F AHEAD, HE RIGHT	FT AGL, THE HE BUT THE HELICO SKID COLLAPSED	LICOPTER BEGAN A V PTER YAWED TO THE & THE HELICOPTER	IBRATION & IMMED LEFT & TOUCHED D ROLLED THE THE R	IATELY LOST DWN LEVEL T IGHT. THE P	F ROTOR RPM. IN A MAIN ROTOR	THE	
-Narrative ER DISPENSING 8 LO ROACHING TRANSITIO INITIATED A LANDI BBED-TO-THE-LEFT A UCK THE GROUND, TH SHUT OFF THE FUEL	NAL LIFT AT NG STRAIGHT TTITUDE. TH EN SEVERED PUMP DURIN	F APRX 6 F AHEAD, HE RIGHT THE TAIL	FT AGL, THE HE BUT THE HELICO SKID COLLAPSED BOOM & A 5 IN	LICOPTER BEGAN A V PTER YAWED TO THE & THE HELICOPTER CH DRIVE LINE. THE	IBRATION & IMMED LEFT & TOUCHED DI ROLLED THE THE R PLT SUSPECTED A	IATELY LOS DWN LEVEL : IGHT. THE M VAPOR LOCK	T ROTOR RPM. IN A MAIN ROTOR & PROBLEM. HI	THE	
-Narrative ER DISPENSING 8 LO	NAL LIFT AT NG STRAIGHT TTITUDE. TH EN SEVERED PUMP DURIN	F APRX 6 F AHEAD, HE RIGHT THE TAIL	FT AGL, THE HE BUT THE HELICO SKID COLLAPSED BOOM & A 5 IN	LICOPTER BEGAN A V PTER YAWED TO THE & THE HELICOPTER CH DRIVE LINE. THE	IBRATION & IMMED LEFT & TOUCHED DI ROLLED THE THE R PLT SUSPECTED A	IATELY LOS DWN LEVEL : IGHT. THE M VAPOR LOCK	T ROTOR RPM. IN A MAIN ROTOR & PROBLEM. HI	THE	
-Narrative ER DISPENSING 8 LO ROACHING TRANSITIO INITIATED A LANDI BBED-TO-THE-LEFT A UCK THE GROUND, TH SHUT OFF THE FUEL	NAL LIFT AT NG STRAIGHT TTITUDE. TH EN SEVERED PUMP DURIN	F APRX 6 F AHEAD, HE RIGHT THE TAIL	FT AGL, THE HE BUT THE HELICO SKID COLLAPSED BOOM & A 5 IN	LICOPTER BEGAN A V PTER YAWED TO THE & THE HELICOPTER CH DRIVE LINE. THE	IBRATION & IMMED LEFT & TOUCHED DI ROLLED THE THE R PLT SUSPECTED A	IATELY LOS DWN LEVEL : IGHT. THE M VAPOR LOCK	T ROTOR RPM. IN A MAIN ROTOR & PROBLEM. HI	THE	

File No 9	68 6/27/84	YUBA CITY,CA	Δ	/C Reg.	No. N530HA	1	Time (Lc1) - (0705 PDT
Occurrence #1 Phase of Operation		AL) - NON-MECHANICAL . CLIMB	-					
inding(s) 1. AIRCRAFT PREFLI 2. FLUID,FUEL - ST 3. FUEL SYSTEM -								
Ccurrence #2 Phase of Operation		ICY						
inding(s) 4. AUTOROTATION -	PERFORMED - PILOT 1	N COMMAND						
ccurrence #3 hase of Operation		OUCHDOWN						
Probable Cause								
he National Transpo s/are finding(s) 1,		rd qetermines that th	ne Probabl	e Cause(s) of this ac	cident		
		• • • • • • • • • • • • • • • • • • •						

Brief of Accident

File No 993 7/06/84 CI	HESTER,CA A/C F	eg. No. N6301E	ا 	ime (Lc1)	- 1430 PDI	
-Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION) Aircraf	t Damage NTIAL	Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -TAKEOFF		Crew Pass	0 0	0 0	0 0	1 3
-Aircraft Information Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/ Stall Warni		
-Environment/Operations Information						
Weather Data Wx Briefing - UNK/NR	Itinerary Last Departure Point		Airport ON AIF	Proximity RPORT		
Method - UNK/NR	SAME AS ACC/INC					
Completeness - UNK/NR Basic Weather - VMC	Destination PASO ROBLES,CA		Airport D CHESTE			
Wind Dir/Speed- 270/015 KTS	PASU ROBLES, CA				- 15	
Visibility - 15.0 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	- NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 36 Diamaich Fliabh Boudau	Medical Certificat			O WAIVERS/	LIMII
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES	Total -	nt Time (H 260		4 Hrs - UN	
SE LAND	Months Since - 19				0 Days-	4
	Aircraft Type - C-172				0 Days-	12

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT HE ATTEMPTED TO TAKEOFF ON RWY 15 WITH A WIND FROM THE WEST AT 15 GUSTING TO 25 KTS. ALSO, THE OUTSIDE AIR TEMP WAS 94 DEG & THE DENSITY ALTITUDE WAS ABOUT 7800 FT. THE PLT STATED THAT ABOUT HALFWAY DOWN THE RWY, THE ACFT LIFTED OFF IN THE STRONG X-WIND. HE STATED, "WE FELT THAT IT WAS READY TO CLIMB OUT. BECAUSE OF THE TEMPERATURE AND ALTITUDE, WE REALLY NEEDED A LONGER GROUND ROLL. "SUBSEQUENTLY, THE ACFT SETTLED ON THE SIDE OF THE RWY & THE PLT ABORTED THE TAKEOFF. BEFORE STOPPING, THE ACFT HIT A BOULDER & WAS DAMAGED.

File No 9	93 7/06/84 CHESTER,CA	A/C Reg. No. N6301E	Time (Lcl) - 1430 PDT	
	LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB			
2. WEATHER CONDITIO 3. WEATHER CONDITIO 4. WEATHER CONDITIO 5. WRONG RUNWAY 6. WEATHER CONDITIO 7. LIFT-OFF - PR 8. AIRSPEED - INAD	ON - TAILWIND - SELECTED - PILOT IN COMMAND			
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN TAKEOFF			
Finding(s) 10. STALL/MUSH - IN	ADVERTENT - PILOT IN COMMAND			
Probable Cause				
The National Transpo is/are finding(s) 7,4	rtation Safety Board determines that th B	ne Probable Cause(s) of this accide	ent	

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

Brief of Accident

File No 883 7/14/84 VAC	AVILLE,CA	A/C Reg.	No. N26938	т	ime (Lcl) -	- 0900 P	DT
-Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft D	amage		Injur	ries	•
		SUBSTANTI	AL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	v 0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	5 O	0	0	2
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - GRUMMAN AA-5A	Eng Make/	Model - LYCOM	ING 0-330-E2G	ELT	Installed/#	Activate	d - YES-UNK
Landing Gear - TRICYCLE-FIXED	Number Er	ngines - 1		S	tall Warnir	ng Syste	m - UNK/NR
Max Gross Wt - 2200	Engine Ty	pe - RECIP	ROCATING-CARBUR	RETOR			
No. of Seats - 4	Rated Pow	ver - 15	O HP				
Weather Data	Itinerary			Ainmont	Proximity		
Wx Briefing - NO RECORD OF BRIEFI		ture Point		ON AIR			
Method - N/A	LINCOLN.			UN AIR	PURI		
Completeness - N/A	Destination			Airport D	19+9		
Basic Weather - VMC	VACAVILL			NUT TR			
Wind Dir/Speed- CALM	VACAVIEL	.,, 04		-		- 19	
Visibility - UNK/NR	ATC/Airspace			,	Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	· · ·	ight Plan - N	ONF		Surface -		
Lowest Ceiling - NONE		earance - N				- DRY	
Obstructions to Vision- NONE			RAFFIC PATTERN	· · · · · · · · · · · · · · · · · · ·			
Precipitation - NONE	· y = - · · · · · · · · · · · · · · · · · ·						
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 45	Me	dical Certifica			J WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			ght Time (H			
PRIVATE		· – •	Total -				
SE LAND		- UNK/NR					
	Aircraft Typ	De - UNK/NR	Instrument- Multi-Eng -	1/ 8	Last 90	J Days-	17
			marti Eng -	0			
Instrument Rating(s) - NONE							
Instrument Rating(s) - NONE							

----Narrative----

THE PLT STATED THAT HE WAS HIGH ON FINAL APPROACH SO HE LOWERED THE NOSE OF THE ACFT TO LOSE ALTITUDE AND IN RETURN GOT AN INCREASE IN AIRSPEED. HE TOUCHED DOWN 1/3 THE WAY DOWN THE RUNWAY AND THE ACFT BALLOONED. HE STATED THAT HE WAS UNABLE TO STOP THE ACFT BEFORE IT TRAVELED OFF THE END OF THE RUNWAY AND INTO A DITCH.

File No 8	83 7/14/84	VACAVILLE,CA	A/C Reg. No. N26938	Time (Lc1) - 0900 PDT
Occurrence #1 Phase of Operation				
Finding(s) '1. AIRSPEED - EXCE 2. ALL AVAILABLE R 3. GO-AROUND - NOT	UNWAY - NOT USED -	PILOT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 4. TERRAIN CONDITI	ON - DITCH			
Probable Cause				
The National Transpo	rtation Safety Boa	and determines that the	Probable Cause(s) of this accid	dent

is/are finding(s) 1,2

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

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Brief of Accident

File No 923 7/15/84 SAN MI	GUEL,CA	A/C Reg. No	. N8719	Т	ime (Lc1) -	1845 PDT	
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Dama DESTROYED	age	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass	0 1	1 0	0	0 0
Aircraft Information Make/Model - TRAVEL AIR 4000 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2450 No. of Seats - 2	Number Eng	e - RECIPRO	CATING-CARBURE	s	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Depart PASO ROBL	•			Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport D	ata		
Wind Dir/Speed- 190/013 KTS Visibility - 25.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		ght Plan - NON arance - NON ndg - NON	1	Runway Runway	Lth/Wid - Surface -	N/A N/A N/A N/A	
	Age - 19 Biennial Flight R	leview		it Time (H	ours)		'LIMIT
PRIVATE SE LAND	Current Months Since Aircraft Type	- 1 e - C-152	Total - Make/Model- Instrument- Multi-Eng -		Last 24 Last 30 Last 90	Days-	2 58 88

Instrument Rating(s) - NONE

----Narrative----

GROUND WITNESSES REPORTED THAT THIS & ANOTHER ACFT WERE ENGAGED IN A MOCK "DOGFIGHT"; BOTH ACFT WERE CIRCLING THE ACCIDENT AREA BETWEEN 500-800 FT AGL & NEITHER ACFT WAS NEGOTIATING ANY AEROBATIC MANEUVERS. THE PLT STATED THAT DURING A DESCENDING 30 DEG RIGHT BANKING TURN, THE ACFT ENTERED INTO A RIGHT SPIN. CONTROL INPUTS, INCLUDING "AFT STICK PRESSURE," COULD NOT ARREST THE SPIN. THE PLT HAD NOT RECEIVED ANY SPIN/SPIN RECOVERY INSTRUCTION FROM A CFI IN THE ACFT. HOWEVER, THE PLT'S FATHER STATED HE HAD GIVEN THE PLT SPIN/SPIN RECOVERY INSTRUCTION.

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of this accident
-

is/are finding(s) 2,3

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

Brief of Accident

File No: - 845	5 7/15/84	ORCUTT, CA	Time (Lc1) - 1530 PDT						
Type of Operatio	Certificate-AGRICU	LT	Aircraft D SUBSTANTI Fire	AL Crew	Q				
	d Under -14 CFR ed During -DESCEN		NONE	Pass	0	0	0	1	
Aircraft Informat Make/Mode1 - Landing Gear - Max Gross Wt - No. of Seats -	HILLER UH-12E SKID 3100	Numbe Engir	fake/Model - LYCOM er Engines - 1 he Type - RECIP d Power - 30	ROCATING-CARBUR	S	Installed/A tall Warnin			
Method Completeness Basic Weather Wind Dir/Spee Visibility Lowest Sky/Clo Lowest Ceilin Obstructions Precipitation	- NO RECORD OF BR - N/A - N/A	Itinerar SAME Destina LOC/ ATC/Airs Type o Type o Type o	Departure Point E AS ACC/INC Ation AL	IONE	UNK/NR Airport D Runway Runway Runway	ata Ident - Lth/Wid - Surface -			
Personnel Informa Pilot-In-Command Certificate(s), COMMERCIAL SE LAND,ME HELICOPTER	/Rating(s)	Biennial Fl Current Months S	ight Review	Total -	ht Time (H 9000 2000 110	ours) Last 24 Last 30 Last 90		0 50 100	
Instrument	Rating(s) - AIRPL	ANE							

----Narrative----

MAINTENANCE HAD JUST BEEN PERFORMED & THE CREW WERE BEGINNING A TEST FLT TO CHECK THE TRACKING OF THE MAIN ROTOR BLADES. WHILE THE PLT WAS HOVER TAXIING, HE LOST COLLECTIVE CONTROL & ROTOR RPM DECREASED. HOWEVER, HE WAS ABLE TO MAKE A ROLL-ON LANDING, BUT THE HELICOPTER ROLLED OVER & WAS DAMAGED. AN EXAM OF THE LOWER COLLECTIVE CENTER CONTROL HOUSING DISCLOSED THAT THE TERMINAL PIN WAS PLACED THRU THE OUTER HOUSING, BUT WAS INSTALLED BENEATH THE TERMINAL TEE RATHER THAN THRU THE TEE. THE MANUAL EMPHASIZES THAT THE PIN MUST PASS THRU THE TERMINAL TEE. THE MANUAL HAD NO PROVISIONS TO ASCERTAIN THAT THE PIN HAD BEEN INSTALLED THRU THE TERMINAL TEE.

File No 8	45 7/15/84	ORCUTT, CA	A/C Reg. No. N4030A	Time (Lc1) - 1530 PDT
Occurrence #1 Phase of Operation		- IN FLIGHT		
2. MAINTENANCE,R	EPLACEMENT - IMPR	TIVE CONTROL ROD - L OPER - COMPANY MAIN ON(S)/STEP(S) INSUFF		
Occurrence #2 Phase of Operation		ENCY		
Occurrence #3 Phase of Operation				
Occurrence #4 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 1,		ard determines that	the Probable Cause(s) of this accid	dent

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Brief of Accident

File No 948 7/16/84 TRAC	Y,CA A/C Re	eg. No. N5553N		Time (Lc1)	- 0900 F	DT
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft DESTROY	5	Fatal	Inju Serious		n None
Type of Operation -PERSONAL	Fire	Crew		0	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	
Aircraft Information						
Make/Mode1 - HOWARD-JOBMASTER DGA-1	5P Eng Make/Model - P&W	/ R-985	ELT	Installed/	Activate	ed - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			Stall Warni	na Svste	em - UNK/NR
Max Gross Wt - 4425		IPROCATING-CARBURE			0 ,	
No. of Seats - 5	Rated Power -	450 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	: Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Departure Point LIVERMORE,CA		ON AI	RPORT		
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	SAME AS ACC/INC		TRACY	,		
Wind Dir/Speed- 010/008 KTS			Runwa	ay Ident	- 29	
Visibility - 20.0 SM	ATC/Airspace		Runwa	y Lth/Wid	- 3680/	/ 100
Lowest Sky/Clouds - 18000 FT SCA	TTERED Type of Flight Plan	- NONE	Runwa	y Surface	- ASPHAL	T
Lowest Ceiling - NONE	Type of Clearance			y Status		
Obstructions to Vision- NONE		- FULL STOP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 48	Medical Certificat	e - VAL1	D MEDICAL-N	O WAIVER	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	nt Time (Hours)		
PRIVATE	Current - YES	Total -	1037	Last 2	4 Hrs -	UNK/NR
SE LAND	Months Since - 3	Make/Model-	189	Last 3	0 Days-	UNK/NR
	Aircraft Type - DCA-15	P Instrument-	9	Last 9	0 Days-	10
Instrument Rating(s) - NONE						
-Narrative						
ING THE LANDING ROLL, THE ACFT RAN OFF TH	IE SIDE OF THE RWY. THE PLT ST	FATED THAT HE LANDE	D WITH A	A SLIGHT TAI	LWIND.	

File No. - 948 7/16/84 TRACY,CA A/C Reg. No. N5553N Time (Lc1) - 0900 PDT

Occurrence 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. 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) 2

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

Brief of Accident

File No 9			FOLSOM,CA		A/C RE	g. No. N5752F		ا 	'ime (Lc1) ·		•
Basic Informatic Type Operating		e-NONE ((GENERAL AV	IATION)	Aircraft SUBSTAN			Fatal	Inju Serious		None
Type of Operat	ion	-PERSON	NAL		Fire		Crew	0	1	0	0
Flight Conduct Accident Occur	red During	-MANEU\			NONE		Pass	0	0	1	0
Aircraft Informa											
	- PIPER PA-			Eng Make/Mod	le1 - LYC	DMING 0-540-4	A1A5		Installed/#		
Landing Gear		RETRACTA	ABLE	Number Engir					itall Warnin	ng System	- YES
Max Gross Wt				Engine Type		IPROCATING-C4	ARBURET	JR			
No. of Seats	- 4			Rated Power	-	250 HP					
Environment/Oper	ations Info	rmation									
Weather Data				Itinerary					Proximity		
W× Briefing Method	- NO RECO - N/A	RD OF B	RIEFING	Last Departur GRASS VALLE	e Point			OFF AI	RPORT/STRI	5	
Completeness				Destination	Г, СА		۵	irport D	ata		
Basic Weather				LODI,CA			· ·	in point is			
Wind Dir/Spe				2002,000				Runway	Ident	- N/A	
Visibility		SM		ATC/Airspace					Lth/Wid		
Lowest Sky/C	louds -	6000 F	T SCATTERE	D Type of Fligh	it Plan -	NONE			/ Surface		
Lowest Ceili			T BROKEN	Type of Clear	ance -	NONE		Runway	Status	- N/A	
Obstructions				Type Apch/Lnd	lg -	NONE					
Precipitatio											
Condition of		DAYLIG	41 								
Personnel Inform					N						
Pilot-In-Commar		-		- 42		Medical Cert				AIVERS/LI	TIN
Certificate(s			Bie	ennial Flight Rev				Time (H			
				Current -		Total Males (Made			Last 24		1
SE LAND, SE	.GLIDER			Months Since -		Make/Mode) Days-	21
- TELIGUPTER	,GLIDER	eres Alternational		Aircraft Type -	PA-24	Instrumer Multi-Eng		63 14) Days- raft -	42 26
						MUITI-ENÇ	- L	14	RUTURCI	art -	20
Instrument	Rating(s)	- HELI	COPTER								
Narrative											
ACFT WAS OBSERVE	D FLYING DO	WN A RIV	VER AT A LO	W ALTITUDE TOWAR	D THE MA	IN BODY OF A	LAKE.	THE ACFT	IMPACTED	A 12 KV	
				E WIRES UNTIL AN							
an an an Araba an Araba. An an Araba an Araba											
	e Maria Nationalista Anti-										
	1.4										
	4 4.										

File No 946	5 7/17/84	FOLSOM,CA	A/C Reg.	No. N5752P	Time	(Lc1) - 0530 PDT	
ccurrence #1 hase of Operation		ION WITH OBJECT					
inding(s)							
1. LOW PASS - PERFOR	-						
2. PROPER ALTITUDE -		PILOT IN COMMAND					
3. OBJECT - WIRE, TRA							
4. VISUAL LOOKOUT	- INADEQUATE - PI	LOT IN COMMAND					
ccurrence #2						• 	-
hase of Operation							

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

Brief of Accident

Basic Information Type Operating		-NONE (CENEL		A +	craft Dama	20		tni	uries	
· ·	certificate	-NONE (GENER	(AL AVIATION)		BSTANTIAL	ye	Fatal	Serious		None
Type of Operat	ion	-PERSONAL		Fir		Cre		1	0	0
Flight Conduct Accident Occur	red During			NO	NE	Pas	s O	0	0	0
Aircraft Informa	tion									
	- EIPPER QUI			ake/Model			EL1	[Installed		
Landing Gear	- TRICYCLE-F	IXED		r Engines				Stall Warn	ing Syste	em - NO
Max Gross Wt						ATING-CARBU	RETOR			
No. of Seats	- 1		Rated	Power	- 30 HI	P 				
Environment/Oper	ations Infor	mation								
Weather Data			Itinerar				•	t Proximity		
Wx Briefing Method	- NO RECOR	D OF BRIEFIN		eparture P AS ACC/IN			OFF #	AIRPORT/STR	IP	
Completeness			Destina		0		Airport	Data		
Basic Weather			LOCA					ATE STRIP		
Wind Dir/Spe	ed- 270/010	KTS						ay Ident	- N/A	
Visibility			ATC/Airs	pace			Runwa	ay Lth/Wid	- N/A	
Lowest Sky/C	louds -	1500 FT SC/	ATTERED Type o					ay Surface		
Lowest Ceili				f Clearanc	e - NONE		Runwa	ay Status	- N/A	
Obstructions			Туре А	pch/Lndg	-					
Precipitatio										
Condition of	Light -	DAYLIGHI								
Personnel Inform			. :							
Pilot-In-Comman			Age - 55			al Certific				
Certificate(s)/Rating(s)		Biennial Fli				ght Time (0.4	
PRIVATE			Current Monthe S	- NO	1	otal -	200	Last	24 Hrs -	
SE LAND			Months S Aircraft	Tune - UN	ןאן ע∕אום ז	ake/Model-	140	Last	30 Days- 90 Days-	
			Alrenart	Type - UN	K/NR 1	nstrument-	. 0	Last	90 Days-	12
		$(\mathbf{x}_{i}) \in [\mathbf{x}_{i}]$								
Instrument	Rating(s)	- NONE								
Narrative										
NG A TAKEOFF CLI WIRES UNTIL IMPA	MB, THE ULIR	ALIGHT CULL	IDED WITH A POW	ER LINE &	CRASHED. I	HE PLI SIAI	ED THÀT HI	E DID NOT S	6EE	
WIRES UNTIL IMPA	CI; NUR WAS	HE AWARE UP	THEIR PRESENCE	•						
	ta data da series Provinsione									
	ta da Alistana Manazarta									

8/04/84 A/C Reg. No. NONE Time (Lc1) - 1105 PDT File No. - 947 THOUSAND OAKS,CA Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. OBJECT - WIRE, TRANSMISSION 3. VISUAL LOOKOUT - INADEQUATE - 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) 1,3

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

Brief of Accident

File No 9	92 8/10/	84 COULTE	RVILLE,CA	A/C R	eg. No. N2	10AV		Time (Lc1)	- 1730 PDT		
-Basic Informatio Type Operating		IONE (GENERAL	AVIATION)	VIATION) Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor No				
Type of Operat Flight Conduct Accident Occur	ed Under -1 red During -l			Fire NONE		Crew Pass	0	0	1 2	0 0	
-Aircraft Informa Make/Model Landing Gear Max Gross Wt No. of Seats	tion - CESSNA T210M - TRICYCLE-RET - 3200		Eng Make/M Number Eng Engine Typ Rated Powe	yines – 1 be – RE er –	NTINENTAL ⁻ CIP-FUEL II 285 HP			Installed/ Stall Warni			
Lowest Sky/C Lowest Ceili Obstructions Precipitatio	- NO RECORD - N/A - N/A - VMC ed- CALM - 50.0 S louds - Cl	OF BRIEFING M LEAR DNE DNE DNE	Itinerary Last Depart REDLANDS, Destination SAME AS A ATC/Airspace Type of Fli Type of Cle Type Apch/L	cure Point CA ACC/INC ght Plan earance	- NONE	Ļ	ON AI SMITH Runwa Runwa Runwa	l CREEK RANC by Ident by Lth/Wid by Surface	- 29 - 1650 -U	JNK/NR	
-Personnel Inform Pilot-In-Comman Certificate(s PRIVATE SE LAND,SE	d)/Rating(s)		Age - 48 Biennial Flight F Current Months Since Aircraft Type	- YES - 10	Total Make/I Instr	Flight - Model-	: Time (879	Last 2 Last 3	AIVERS/LIM 4 Hrs - 0 Days- UN 0 Days-	2 NK/NR	
-Narrative PLT REPORTED THA THE TOP OF A FEN ANKMENT.	T ON HIS APCH	TO LAND, THE ILY, THE RIGH	T MAIN GEAR COLLA	APSED & TH	E ACFT VEE						
		#									
			PAGE	86							

File No. - 992 8/10/84 COULTERVILLE.CA A/C Reg. No. N210AV Time (Lc1) - 1730 PDT Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. DISTANCE - MISJUDGED - PILOT IN COMMAND 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 3. OBJECT - FENCE Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. LANDING GEAR, MAIN GEAR - OVERLOAD _____ Occurrence #4 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #5 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 7. 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

Brief of Accident (Continued)

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

Brief of Accident

Make/Model - CESSNA 150G Eng Make/Model - CONTINENTAL 0-200 ELT Installed/Activated - Y Max Gross Wt 1600 Engine Type - RECIPROCATING-CARBURETOR Max Gross Wt 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats 2 Rated Power 100 HP Environment/Operations Information Wather Data Airport Proximity Ws Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-330/008 KTS Runway Ident - N/A Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid N/A Uowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - N/A Obstructions to Vision NONE Type of Flight Plan - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - FORCED LANDING - N/A Precipitation - NONE Corrent - YES Total - 105	
Type of Operation -PERSONAL Fire Crew 0 0 0 0 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 150G Eng Make/Model - CONTINENTAL 0-200 ELT Installed/Activated - V Landing Gear - TRICYCLE-FIXED Number Engines -1 Max Gross Wt - 1660 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Environment/Operations Information Weather Data ItinePary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Mether Data Airport Data Basic Weather - VMC LocaL Wind Dir/Speed 30/008 KTS LOCAL Wind Dir/Speed 30/008 KTS AIC/Airspace NUNE Runway Ident - N/A Visibility - 40.0 SM AIC/Airspace - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Dostructions to Vision - NONE Type of Flight Plan - NONE Runway Status - N/A Dostructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Dostructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Dostructions to Vision - NONE Type of Clearance - NONE Flight Time (Hours) -Personnel Information Pitot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 105 Last 24 Hrs - UNK/ Months Since - 4 Make/Model - 105 Last 30 Days - UNK/ Aircraft Type - C-150 Instrument - 2 Last 30 Days - UNK/ Aircraft Type - C-150 Instrument - 2 Last 30 Days - UNK/ Aircraft Type - C-150 Instrument - 2 Last 30 Days - UNK/ Aircraft Type - C-150 Instrument - 2 Last 30 Days - UNK/ Aircraft Type - C-150 Instrument - 2 Last 30 Days - UNK/ Aircraft Type - C-150 Instrument - 2 Last 30 Days - UNK/ Aircraft Type - C-150 Instrument - 2 Last 90 Days - Instrument Rating(s) - NONE	None
Accident Occurred During -LANDING Aircraft Information Make/Model - CESNA 150G Eng Make/Model - CONTINENTAL 0-200 ELT Installed/Activated - Y Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Y Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Itine#ary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Licht - N/A Visibility - 40.0 SM ATC/Airspace Runway Licht - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Surface - N/A Destructions to Vision - NONE Type of Flearance - NONE Runway Status - N/A Dobtructions to Vision - NONE Type of Flearance - NONE Runway Status - N/A Confition of Light - DAVLIGHT Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII Gertificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 105 Last 24 Hrs - UNK/ Months Since - 4 Make/Model - 105 Last 24 Hrs - UNK/ Aircraft Type - C-150 Instrument - 2 Last 90 Days- Instrument Rating(s) - NONE Narrative RING FLT, THE ENG BEGAN LOSING POWER, THEN STOPPED RUNNING. THE PLT FOUND A DRY LAKE BED THAT HAD BEEN PLOWED & CETED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THAD BEEN PLOWED & CETED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THAD BEEN PLOWED & CETED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THAD BEEN PLOWED & CETED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THAD BEEN PLOWED & CETED TO LAND THERE.	1
-Aircraft Information Make/Model - CESSNA 150G Eng Make/Model - CONTINENTAL 0-200 ELT Installed/Activated - Y Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Y Max Gross Wi - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Y Mo. of Seats - 2 Rated Power - 100 HP -Environment/Operations Information Weather Data Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Mathed - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed - 300/08 KTS LOCAL Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Dostructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII -Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII SE LAND Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII Aircraft Type - C-150 Instrument - 2 Last 30 Days UNK/ Aircraft Type - C-150 Instrument - 2 Last 30 Days UNK/ Aircraft Type - C-150 Instrument - 2 Last 90 Days- Instrument Rating(s) - NDNE	1
Make/Model - CESSNA 150G Eng Make/Model - CONTINENTAL 0-200 ELT Installed/Activated - Y Landing Gear TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Y Max Gross Wt 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats 2 Rated Power - 100 HP Environment/Operations Information Wather Point OFF AIRPORT/STRIP Weather NO. RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Wathod - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-330/008 KTS Runway Ident - N/A Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid N/A Visibility - 40.0 SM ATC/Airspace - NONE Runway Status - N/A Obstructions It Ovision NONE Type of Flight Plan - NONE Runway Status - N/A Obstructions It Ovision NONE Type Apch/Lndg - FORCED LANDING - N/A Obstructions It Ovision Age - 40 Medical Certificate - VALID	
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 100 HP	
Max Gross Wt 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats 2 Rated Power - 100 HP -Environment/Operations Information Itinehary Airport Proximity Wasther Data Itinehary Airport Proximity Wasther Data Itinehary Airport Proximity Wasther Data Itinehary Airport Data Basic Weather VMC Destination Airport Data Basic Weather VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 330/008 KTS Destination Auropa Charace N/A Visibility 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds CLEAR Type of Flight Plan - NONE Runway Status - N/A Obstructions Io Vision NONE Type of Clearance - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - FORCED LANDING - N/A Condition of Light - DAYLIGHT Euronal Flight Review Flight Time (Hours) - 105 Last 24 Hrs - UNK/I Personnel Information Age - 40 Medic	
No. of Seats - 2 Rated Power - 100 HP -Environment/Operations Information Weather Data Itine*ary Airport Proximity Wx Briefing -N0 RECORD OF BRIEFING Last Departure Point DFF AIRPORT/STRIP Method -N/A SAN UOSE,CA Airport Data Completeness - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-330/008 KTS CLCAL Runway Ident - N/A Usibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - FORCED LANDING Precipitation - N/A Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII Certificate(s)/Rating(s) Biennial Filght Review Filght Time (Hours) PRIVATE Current - YES Total - 105 Last 30 Days- UNK/I SE LAND Months Since - 4 Make/Model- 105 Last 30 Days- UNK/I Instrument Rating(s) -	YES
-Environment/Operations Information Weather Data Itine*ary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 330/008 KTS Visibility - 40.0 SM AIC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Months Since - 4 Make/Model - 105 Last 24 Hrs - UNK/ Months Since - 4 Make/Model - 105 Last 24 Hrs - UNK/ Months Since - 4 Make/Model - 105 Last 24 Hrs - UNK/ Aircraft Type - C-150 Instrument - 2 Last 90 Days- Instrument Rating(s) - NONE -Narrative ING FLT, THE ENG BEGAN LOSING POWER, THEN STOPPED RUNNING. THE PLT FOUND A DRY LAKE BED THAT HAD BEEN PLOWED & CTED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #2 CONNECTING	
Weather Data Itinekary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - WMC LOCAL Runway Ident - N/A Wind Dir/Speed-330/008 KTS Runway Ident - N/A LocaL Runway Ident - N/A Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - N/A Obstructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Ordition of Light - DAVLIGHT - Monte Type Apch/Lndg - FORCED LANDING - Precipitation - N/A -Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 105 Last 30 Days- UNK/I SE LAND Months Since - 4 Make/Model - 105 Last 30 Day	
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAN JOSE,CA Airport Data Basic Weather - VMC LOCAL Airport Data Wind Dir/Speed-330/008 KTS Runway Ident - N/A Visibility - 40.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Status - N/A Obstructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING -Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 105 Last 20 Days- UNK/I SE LAND Months Since 4 Make/Model <td></td>	
Method - N/A SAN JOSE,CA Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-330/008 KTS Runway Ident - N/A N/A Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING - N/A Precipitation - NONE Type Apch/Lndg - FORCED LANDING - N/A Obstructions to Vision- DAYLIGHT - - - N/A Personnel Information Pilot-In-command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIN Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 105 Last 24 Hrs - UNK/I SE LAND Months Since - 4 Make/Model - 105 Last 30 Days- UNK/I <td< td=""><td></td></td<>	
Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-330/008 KTS Runway Ident - N/A Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Status - N/A Obstructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Obstructions of Light - DAYLIGHT - NONE Type Apch/Lndg - FORCED LANDING - N/A -Personnel Information - NONE Eight Time (Hours) - UNK/I Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 105 Last 24 Hrs - UNK/I SE LAND Months Since 4 Make/Model- 105 Last 30 Days- Instrument Rating(s) - NONE - None - Last 90 Days- - Aircraft Type - C-150 Instrument- <	
Basic Weather - VMC LOCAL Wind Dir/Speed-330/008 KTS Runway Ident - N/A Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - FORCED LANDING - N/A Precipitation - NONE Type Apch/Lndg - FORCED LANDING - N/A Condition of Light - DAYLIGHT - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - Unrent - YES Total 105 Last 24 Hrs - UNK/I SE LAND Current - YES Total 105 Last 30 Days UNK/I Instrument Rating(s) - NONE - 105 Last 30 Days UNK/I Instrument Rating(s) - NONE - 105 Last 30 Days UNK/I Kircraft Type - C-150 Instrument<	
Wind Dir/Speed- 330/008 KTS Runway Ident - N/A Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Runway Status - N/A Precipitation - NONE Type Apch/Lndg - FORCED LANDING Nunway Status - N/A -Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIN Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 105 Last 24 Hrs - UNK/I SE LAND Months Since - 4 Make/Model - 105 Last 30 Days- UNK/I Aircraft Type - C-150 Instrument - 2 Last 90 Days- Instrument Rating(s) - NONE - - - -Narrative Runway Ident - ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT HAD BEEN PLOWED & CCED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #2 CONNECTING	
Visibility - 40.0 SM ATC/Airspace Runwaý Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING -Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 105 Last 24 Hrs - UNK/I SE LAND Months Since - 4 Make/Model- 105 Last 30 Days- UNK/I -Narrative Instrument Rating(s) - NONE - - Lowest 100 Days- Instrument Rating(s) - NONE - - - - - -Narrative - - - - - - - - -Narrative - - - - - - - <td></td>	
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A 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/LII Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 105 Last 24 Hrs - UNK/I SE LAND Months Since - 4 Make/Model- 105 Last 30 Days- UNK/I Aircraft Type - C-150 Instrument- 2 Last 90 Days- Instrument Rating(s) - NONE	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A 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/LII Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 105 Last 24 Hrs - UNK/I SE LAND Months Since - 4 Make/Model- 105 Last 30 Days- UNK/I Aircraft Type - C-150 Instrument- 2 Last 90 Days- Instrument Rating(s) - NONE	
Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Age - 40 Pilot-In-Command Age - 40 Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current SE LAND Months Since Instrument Rating(s) - NONE -Narrative Instrument Rating(s) INSTRUET Flight Time Stopped RUNNING. THE PLT FOUND & DRY LAKE BED THAT HAD BEEN PLOWED & CTED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #2 CONNECTING	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 105 Last 24 Hrs - UNK/I SE LAND Months Since - 4 Make/Model- 105 Last 30 Days- UNK/I Aircraft Type - C-150 Instrument- 2 Last 90 Days- Instrument Rating(s) - NONE -Narrative ING FLT, THE ENG BEGAN LOSING POWER, THEN STOPPED RUNNING. THE PLT FOUND A DRY LAKE BED THAT HAD BEEN PLOWED & CCTED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #2 CONNECTING	
-Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 105 Last 24 Hrs - UNK/I SE LAND Months Since - 4 Make/Model- 105 Last 30 Days- UNK/I Aircraft Type - C-150 Instrument- 2 Last 90 Days- Instrument Rating(s) - NONE -Narrative ING FLT, THE ENG BEGAN LOSING POWER, THEN STOPPED RUNNING. THE PLT FOUND A DRY LAKE BED THAT HAD BEEN PLOWED & CTED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #2 CONNECTING	
Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-ND WAIVERS/LIP Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 105 Last 24 Hrs - UNK/I SE LAND Months Since - 4 Make/Model- 105 Last 30 Days- Instrument Rating(s) NONE -Narrative ING FLT, THE ENG BEGAN LOSING POWER, THEN STOPPED RUNNING. THE PLT FOUND A DRY LAKE BED THAT HAD BEEN PLOWED & CTED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #2 CONNECTING	
PRIVATE Current - YES Total - 105 Last 24 Hrs - UNK/I SE LAND Months Since - 4 Make/Model- 105 Last 30 Days- UNK/I Aircraft Type - C-150 Instrument- 2 Last 90 Days- Instrument Rating(s) - NONE -Narrative ING FLT, THE ENG BEGAN LOSING POWER, THEN STOPPED RUNNING. THE PLT FOUND A DRY LAKE BED THAT HAD BEEN PLOWED & CTED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #2 CONNECTING	
PRIVATE Current - YES Total - 105 Last 24 Hrs - UNK/I SE LAND Months Since - 4 Make/Model- 105 Last 30 Days- UNK/I Aircraft Type - C-150 Instrument- 2 Last 90 Days- Instrument Rating(s) - NONE -Narrative ING FLT, THE ENG BEGAN LOSING POWER, THEN STOPPED RUNNING. THE PLT FOUND A DRY LAKE BED THAT HAD BEEN PLOWED & CTED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #2 CONNECTING	MIT
Instrument Rating(s) - NONE -Narrative ING FLT, THE ENG BEGAN LOSING POWER, THEN STOPPED RUNNING. THE PLT FOUND A DRY LAKE BED THAT HAD BEEN PLOWED & CTED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #2 CONNECTING	
Instrument Rating(s) - NONE -Narrative ING FLT, THE ENG BEGAN LOSING POWER, THEN STOPPED RUNNING. THE PLT FOUND A DRY LAKE BED THAT HAD BEEN PLOWED & CTED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #2 CONNECTING	NR
Instrument Rating(s) - NONE -Narrative ING FLT, THE ENG BEGAN LOSING POWER, THEN STOPPED RUNNING. THE PLT FOUND A DRY LAKE BED THAT HAD BEEN PLOWED & CTED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #2 CONNECTING	14
-Narrative ING FLT, THE ENG BEGAN LOSING POWER, THEN STOPPED RUNNING. THE PLT FOUND A DRY LAKE BED THAT HAD BEEN PLOWED & CTED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #2 CONNECTING	14
ING FLT, THE ENG BEGAN LOSING POWER, THEN STOPPED RUNNING. THE PLT FOUND A DRY LAKE BED THAT HAD BEEN PLOWED & CTED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #2 CONNECTING	
ING FLT, THE ENG BEGAN LOSING POWER, THEN STOPPED RUNNING. THE PLT FOUND A DRY LAKE BED THAT HAD BEEN PLOWED & CTED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #2 CONNECTING	
HAD FAILED. DUE TO THE SEVERE METAL BREAK-UP. THE REASON FOR THE FAILURE COULD NOT BE DETERMINED.	

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Brief of Accident (Continued) File No. - 996 8/18/84 PALO ALTO,CA A/C Reg. No. N8424J Time (Lcl) - 1630 PDT ----------LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CRUISE Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 NOSE OVER Phase of Operation LANDING Finding(s) 2. TERRAIN CONDITION - SOFT ----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

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Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENER		Aircraft	Domogo				Injur	tos	
Type operating certificate-none (dener	AL AVIATION)	DESTROYI			Fatal	Seri		Minor	None
Type of Operation -PERSONAL		Ftre		Crew	1	-	O .	0	0
Flight Conducted Under -14 CFR 91		NONE		Pass	0		0	0	0
Accident Occurred During -APPROACH									
-Aircraft Information									
Make/Mode1 - HARPER/CRICRI MK-12		lode1 - JPX	PUL 212						- NO -N/A
Landing Gear - TRICYCLE-FIXED	9	ines - 2				Stall W	arnir	ng System	- NO
Max Gross Wt - 366	Engine Typ		PROCATING-CA	RBURE	TOR				
No. of Seats - 1	Rated Powe	er -	15 HP						
-Environment/Operations Information									
Weather Data	Itinerary				Airport		-		
Wx Briefing - NO RECORD OF BRIEFIN					OFF A	IRPORT/	STRIF		
Method - N/A	SAME AS A								
Completeness - N/A	Destination				Airport I		-		
Basic Weather - VMC	LOCAL					ONT MUN			
Wind Dir/Speed- CALM						y Ident		• 11	<u> </u>
Visibility - 75.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace		NONE					· 4200/	
Lowest Ceiling - NONE	Type of Fli Type of Cle					y Surra y Statu		· ASPHALT · DRY	
Obstructions to Vision- NONE	Type Apch/L		TRAFFIC PATT	FDN	Kuliwa	y statt	3	DRI	
Precipitation - NONE		ing		21114					
Condition of Light - DAYLIGHT									
-Personnel Information Pilot-In-Command	Age - 52		Medical Certi	ficat			AI - W/		MTT
Certificate(s)/Rating(s)	Biennial Flight R				t Time ((IVERS/EI	
ATP	Current	- YES	Total				st 24	Hrs -	0
SE LAND, ME LAND	Months Since		Make/Mode					Days-	40
	Aircraft Type		Instrumer) Days-	143
			Multi-Eng	j -	1198			-	
Instrument Rating(s) - AIRPLANE									
-Narrative									
HOMEBUILT ACFT WAS ON DOWNWIND LEG OF TH									
LIDED WITH THE GROUND. A WITNESS SAID HE									
N. THE PLT'S SON SAID HIS FATHER HAD CONT									
RY DATED 11/19/85. BY REDUCING SPEED, THE PLT. THE MODIFICATION CONSISTED OF A DOU									

RETAINING THE BELLCRANK TO THE FULCRUM POINT. THE RIGHT AILERON AT THE ACCIDENT SCENE WAS SEPARATED FROM THE MAIN WRECKAGE AND THE CONTROL PUSH RODS TO THE ELEVATOR WERE BROKEN AT THE BRACKET ATTACHED TO THE ELEVATOR.

ccurrence #1 hase of Operation	AIRFRAME/COMPONENT/SYSTEM APPROACH - VFR PATTERN - D	FAILURE/MALFUNCTIO	N The second s			
2. MAINTENANCE,MO 3. FLIGHT CONTROL, 4. FLIGHT CONTROL, 5. FLT CONTROL SYST	AILERON ATTACHMENT - IMPROPE DDIFICATION - IMPROPER - PIL AILERON - FAILURE,TOTAL AILERON - SEPARATION F,ELEVATOR CONTROL - FAILURE	OT IN COMMAND				
ccurrence #2 hase of Operation			· · · · · · · · · · · · · · · · · · ·		77	а 19 ¹⁷ — — — — — — — — — — — — — — — — — — —
hase of Operation	IN FLIGHT COLLISION WITH T DESCENT - UNCONTROLLED					
Probable Cause						
he National Transpor s/are finding(s) 1,2	tation Safety Board determi 2,3,5	nes that the Proba	ble Cause(s) of thi	s accident		
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	EWOOD,CO A/C Re	g. No. N42984	I 	ime (Lc1) -	1510 MDI	
asic Information Type Operating Certificate-NONE (GENER	SUBSTAN	TIAL	Fatal	Injur Serious	Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0 0	0 0	0 0	1 0
ircraft Information Make/Model - PIPER PA-34-220T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4750 No. of Seats - 6	Eng Make/Model - CON Number Engines - 2 Engine Type - REC	TINENTAL TSI0-360-	KB ELT		ctivated	- YES/NC - YES
nvironment/Operations Information leather Data Wx Briefing - FSS	Itinerary Last Departure Point		Airport ON AIR	Proximity PORT		
Method- TELEPHONECompleteness- UNK/NRBasic Weather- VMCWind Dir/Speed-080/012 KTSVisibility- 50.0 SMLowest Sky/Clouds- 9000 FTLowest Ceiling- 9000 FT BROObstructionsto Vision- NONEPrecipitation- NONECondition ofLight- DAYLIGHT		IFR IFR STRAIGHT-IN FULL STOP	Runway Runway Runway Runway	OE COUNTY Ident - Lth/Wid - Surface - Status -	8500/ ASPHALT DRY	
ersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 48 Biennial Flight Review	Medical Certificat Fligh	e – VALID t Time (H		IVERS/LIM	IT
COMMERCIAL SE LAND, ME LAND	Current - YES Months Since - 4 Aircraft Type - UNK/NR	Total - Make/Model-	1477 113 K/NR	Last 24 Last 30 Last 90	Hrs - Days- UN Days- aft - UN	29
Instrument Rating(s) - AIRPLANE						
larrative DING TO THE PLT, THE ACFT TOUCHED DOWN TIONS. HE REPORTED THAT THE PLANE THEN	DURING A LANDING, THEN BECAME SLAMMED BACK ONTO THE RWY & W	AIRBORNE AGAIN IN AS DAMAGED.	UNFAVORA			
				. •		

File No 934 5/22/84 ENGLEWO	OD,CO	A/C Reg. No. N42984	
Occurrence HARD LANDING Phase of Operation LANDING			
inding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. COMPENSATION FOR WIND CONDITIONS - IMPRO 3. REMEDIAL ACTION - INADEQUATE - PILOT IN CO		OMMAND	
Probable Cause			
The National Transportation Safety Board determ is/are finding(s) 2,3	ines that the Pr	obable Cause(s) of this	accident
actor(s) relating to this accident is/are find	ing(s) 1		
		New York	an an taon 1995. An anns an taon an taonachta
en e	a a a a a a a a a a a a a a a a a a a a		
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File No 952 6/06/3	B4 DOVE CREEK,CO	A/C Reg. N	o. N7695N	Ti	me (Lc1) -	0900 MDT	
Basic Information Type Operating Certificate-N	DNE (GENERAL AVIATION)	Aircraft Dam DESTROYED	age	Fatal	Injur Serious	ies Minor	None
Type of Operation -B	JSINESS	Fire	Crew	0	0	0	1
	4 CFR 91	NONE	Pass	õ	õ	õ	1
Aircraft Information							
Make/Model - BEECH V35A	Eng	Make/Model - CONTINE	NTAL IO-520-B	ELT I	nstalled/A	ctivated	- YES/NC
Landing Gear - TRICYCLE-RET	RACTABLE Numb	per Engines - 1		St	all Warnir	ng System	- YES
Max Gross Wt - 3400	Engi	ne Type - RECIP-F	UEL INJECTED				
No. of Seats - 4	Rate	ed Power - 285					
-Environment/Operations Informa	tion						
Weather Data	Itinera			Airport F			
Wx Briefing - FSS	Last	Departure Point		OFF AIR	PORT/STRIF	•	
Method - UNK/NR	BOU	JLDER, CO					
Completeness - UNK/NR	Destin			Airport Da	ta		
Basic Weather - UNK/NR	PAG	SE,AZ					
Wind Dir/Speed- CALM						N/A	
Visibility - 10.0 S		1			Lth/Wid -	•	
	600 FT SCATTERED Type				Surface -		
Obstructions to Vision- HA Precipitation - RA	ZE Type IN	of Clearance - NON Apch/Lndg - UNK		Runway	Status -	N/A	
Condition of Light - DA	YLIGH) 						
-Personnel Information	4	- 2					• •
Pilot-In-Command	3-		cal Certificat			IVERS/LIN	111
Certificate(s)/Rating(s)		ight Review		t Time (Ho			
	Current		Total - Make/Model-			Hrs - UN) Days- UN	•
SE LAND			Instrument- UN) Days- UN) Days-	
	Arrenar		Multi-Eng - UN			haft - UN	
Instrument Rating(s) -	NONF		_				
Narrative ILE EN ROUTE, THE PLT ENCOUNTERE	D HAZY WX AFTER CROSSIN	NG THE CONTINENTAL DI	VIDE. NEAR MON	TROSE, CO.	HE DEVIAT	ED	
UT 50 MI NORTH TO AVOID ADVERSE							
THERN EDGE OF THE WX. HE STATED							
TIATED A CLIMB FROM 8500 FT MSL	TO 12,500 FT MSL & WAS	S "TRYING TO GET OUT	OF THE AREA" W	HEN SEVERE	TURBULENC	E	
ENCOUNTERED. HE STATED THAT HE	WAS CLIMBING THRU 11,5	500 AT 110 KTS WHEN "	ALL HELL BROKE	LOOSE." #	CCORDING 1	O THE	
, THE TURBULENCE FLIPPED THE AC							
ERAL TIMES, LOSING & GAINING AB							
THER 30 SECONDS IN THE TURBULEN	CE, HE PROCEEDED TO HIS	5 DESTINATION. AFTER	LANDING SEVERA	L "RIPPLE'	WERE FOUN	D IN THE	
G SKIN. LATER, A MORE THOROUGH	EXAM REVEALED EXTENSIVE	E INTERNAL DAMAGE.					
		PAGE 94					

File No 952	6/06/84	DOVE CREEK,CO	A/C Reg. N	lo. N7695N	Time (Lc1) - 0900 MDT	
Occurrence IN	ELIGHT ENCOUN	ITER WITH WEATHER				
	ISE - NORMAL					
Finding(s)						
1. PLANNING-DECISION -	IMPROPER - PI	LOT IN COMMAND				
2. TERRAIN CONDITION -	HIGH TERRAIN					
3. WEATHER CONDITION -	HAZE					
4. WEATHER CONDITION -	CLOUDS					
CLIMB - INITIATED	- PILOT IN CO	MMAND				
6. WEATHER CONDITION -	MOUNTAIN WAVE					
WEATHER EVALUATION	- IMPROPER -	PILOT IN COMMAND				
8. WEATHER CONDITION -	TURBULENCE					
9. DESIGN STRESS LIMI	TS OF ATROPAR	T - EXCEEDED - PILOT	N COMMAND			

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,6,8

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File No 811	6/0	07/84	PLATTEVILLE,	,CO A/C	Reg. No.	N1275W	т	ime (Lcl)	- 0810 MD	г
Basic Information Type Operating Co		e-AGRICUL	TURAL AIRCRA		aft Damag	je			uries	Nenc
Type of Operation					TANTIAL	Cheve	Fatal	Serious		None
Flight Conducted		-14 CFR	APPLICATION	Fire		Crew	0	0	1	0
Accident Occurred	d During	-LANDING	137	NONE		Pass	0	0	0	0
-Aircraft Informatio										-
	VEATHERLY			Eng Make/Model -	P&W R-98	5		Installed/		
Landing Gear -	TAILWHEEL	-ALL FIXE	D	Number Engines -	1		S	tall Warni	ing System	- UNK/NR
Max Gross Wt -	3500			Engine Type -	RECIPROC	TING-CARBURE	TOR			
No. of Seats -	1			Rated Power -	450 H	>				
-Environment/Operat	ions Info	rmation								
Weather Data				tinerary				Proximity		
9	- NO RECOP - N/A	RD OF BRI	EFING	Last Departure Poi SAME AS ACC/INC	nt		ON AIR	PORT		
Completeness	- N/A		0	Destination			Airport D	ata		
Basic Weather	- VMC			LOCAL			KUGEL-	STRONG		
Wind Dir/Speed	- VARIABLE	E					Runway	[,] Ident	- UNK/NR	
Visibility	- 20.0	SM	A	[C/Airspace			Runway	Lth/Wid	- 2300/	30
Lowest Sky/Clo	uds -	CLEAR		Type of Flight Pla	n - NONE		Runway	Surface	- GRAVEL	
Lowest Ceiling	-	NONE		Type of Clearance	- NONE		Runway	Status	- DRY	
Obstructions to	vision-	NONE		Type Apch/Lndg	- FULL	STOP				
Precipitation	-	NONE								
Condition of L	ight -	DAYLIGHT								
Personnel Informat	ion									
Pilot-In-Command			Age -	32	Medica	al Certifica [.]	te – VALID	MEDICAL-N	O WAIVERS	/LIMIT
Certificate(s)/I	Rating(s)		Bienn	ial Flight Review		Fligh	nt Time (F	lours)		
COMMERCIAL			Cu	urrent - YES		otal -	435	Last 2	24 Hrs -	5
SE LAND			Mo	onths Since - 17	Ma	ake/Model-	30	Last 3	30 Days- U	NK/NR
			Α.	ircraft Type - UNK/	NR II	nstrument-	49	Last 9	90 Days-	52
Instrument R	ating(s)	- AIRPLA	NE							
Narrative										
AG PLT WAS RETURNI	NG FOR HIS	S 3RD LOA	D. HE SAID	HAT AFTER A WHEEL	LANDING,	HE PULLED B	ACK ON THE	STICK TO	LOWER	
E TAILWHEEL & THE AC	-I BALLOOI	NED BACK	INTO THE AIR	R. THE PLT SAID THA	T HE APP	IED POWER TO	J GO AROUN	ID, BUT THE	ACFT	
TTLED & HE LOST DIRE	CITONAL CO	UNTROL. T	HE ACFT THE	N VEERED OFF THE SI	DE OF TH	= AIRSTRIP &	NOSED OVE	R IN SOFT,	, SANDY	
				·					·-	
				PAGE 96						

File No. - 811 6/07/84 PLATTEVILLE,CO A/C Reg. No. N1275W Time (Lc1) - 0810 MDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - 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

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

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

Brief of Accident

.

File No 9	908 6/	21/84 GREELE	Y,CO	A/C Reg. No. N733LA			T	ime (Lc1)	- 1100 M	MDT	
-Basic Informatio Type Operating		e-NONE (GENERAL			t Damage NTIAL		[ata]	Inju Serious	uries	-	None
Type of Opera	ian	TNETDUCTTONAL			NIIAL	0	Fatal O	Serious O			None 1
Flight Conduct				ire NONE		Crew	0	0	-		0
Accident Occur	red During	-LANDING				Pass	-	-	Ŧ		-
-Aircraft Inform			~~~~~~~~~~~~~~~~~								
Make/Model	- CESSNA 17	2	Eng Make/Mode	1 - LY	COMING 0-320-	H2AD	ELT	Installed,	/Activate	∋d - ∖	ES/NO
Landing Gear	- TRICYCLE-	FIXED	Number Engine				S	tall Warn	ina Syste	∋m - ∖	(ES
Max Gross Wt			Engine Type	- RE	CIPROCATING-C	ARBURE	TOR		0,		
No. of Seats	- 4		Rated Power	-	160 HP						
-Environment/Ope											
Weather Data			Itinerary					Proximity			
		RD OF BRIEFING	Last Departure				ON AIR	PORT			
Method	- N/A		FT MORGAN, CO								
Completenes	5 - N/A		Destination				Airport D	ata			
Basic Weather	- VMC		SAME AS ACC/	INC			WELD C	Ο.			
Wind Dir/Sp	ed- CALM		•				Runway	Ident	- 09		
Visibility	- 20.0	SM	ATC/Airspace				Runway	Lth/Wid	- 7035,	/ 75	5
Lowest Sky/0	Clouds -	CLEAR	Type of Flight				Runway	Surface	- ASPHAI	LT	
Lowest Ceil	ing -	NONE	Type of Cleara	nce	- NONE		Runway	Status	- DRY		
Obstruction	s to Vision-	NONE	Type Apch/Lndg		- TRAFFIC PAT	TERN	-				
Precipitati	on -	NONE	,, , , , , , , , , , , , , , , , , , ,		FULL STOP						
Condition o											
Personnel Infor	mation										
Pilot-In-Comma	nd		Age - 59		Medical Cert	ificat	e - VALID	MEDICAL-	WAIVERS/	LIMIT	
Certificate(s)/Rating(s)		Biennial Flight Revi	ew		Fligh	nt Time (H	ours)			
STUDENT	•		Current -	N/A	Total		56	Last :	24 Hrs -		3
			Months Since -	N/A	Make/Mod	del-	56	Last 3	30 Davs-	UNK/I	NR
			Aircraft Type -	N/A	Total Make/Mod Instrume	ent-	1	Last 9	90 Days-		20
		None									
Instrumen	t Rating(s)										
Narrative											
STUDENT PLT STA	THE CONTROL	WHEEL. THE NOSE	THE ACFT EITHER BALL WHEEL HIT THE RWY FI WHEEL TIRE BLEW OUT.	RST, 1	OR WAS ĆAUGHT HE ACFT BOUNC	T IN AN CED IN	N UPDRAFT. THE AIR &	SHE REAC AGAIN LAI	TED BY NDED ON	THE	

File No 9	08 6/21/84	GREELEY,CO	A/C Reg. No. N733LA	Time (Lcl) - 1100 MDT	
Occurrence Phase of Operation	HARD LANDING LANDING - FLARE/T	OUCHDOWN			
Finding(s)					

1. FLARE - IMPROPER - PILOT IN COMMAND

2. 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

Type Operating Certif	icate-NONE (GENER	AL AVIATION)	Aircraft Damag DESTROYED	e Fata	•	ries Minor	None
Type of Operation Flight Conducted Unde Accident Occurred Dur			Fire NONE	Crew O Pass O		0 0	0
Aircraft Information Make/Model - MURPH Landing Gear - TAILV Max Gross Wt - UNK/N No. of Seats -	HY-CHARLES PJ-1 (AN MEEL-ALL FIXED NR	DVENTURE)Eng Make/Mod Number Engin Engine Type Rated Power	nes - 1	TING-CARBURETOR	LT Installed/ Stall Warni	ng System	- NO
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 120 Visibility - Lowest Sky/Clouds Lowest Ceiling Obstructions to Vis	RECORD OF BRIEFING 0/010 KTS 10.0 SM - 25000 FT SCA - NONE sion- NONE - NONE	SAME AS ACC Destination LOCAL ATC/Airspace TTERED Type of Fligh	C/INC nt Plan - NONE cance - NONE	Airpo OFF Airpor MER Run Run Run Run	RITT ISLAND	P - 11 - 3600/ - ASPHALT	75
Personnel Information- Pilot-In-Command Certificate(s)/Ratin PRIVATE SE LAND Instrument Rating	ng(s)	Age - 60 Biennial Flight Re Current Months Since Aircraft Type	/iew -YES To -21 Ma -UNK/NR In	l Certificate - VA Flight Time tal - 1391 ke/Model- 110 strument- UNK/NR lti-Eng - UNK/NR	(Hours) Last 2 Last 3 Last 9	AIVERS/LIM 4 Hrs - 0 Days- UN 0 Days- raft - UN	1 K/NR 8
Narrative Le THE PLT WAS MANEUVER DED IN THE BACKYARD OF PREIMPACT PART FAILURE (TOOK OFF WITH AN ESTIM FUEL HAD LEAKED OUT AF	A RESIDENCE. THE P DR MALFUNCTION WAS ATED 12 GALS OF FU	LT RECEIVED SERIOUS FOUND DURING AN EXA EL ON BOARD. NO FUEL	INJURIES & COUL 1 OF THE WRECKA WAS FOUND IN T	D NOT RECALL DETAI GE. THE ACCIDENT O HE TANKS, BUT THER	LS OF THE ACC CCURRED AFTER E WAS EVIDENC	IDENT. THE	

File No 81	6 4/28/84 MEF	RITT ISLAND,FL	A/C Reg. No. N1181D	Time (Lcl) - 1655 EST
Dccurrence #1 Phase of Operation Finding(s) 1. UNDETERMINED	LOSS OF POWER MANEUVERING			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY			
Dccurrence #3 Phase of Operation	IN FLIGHT COLLISION N	VITH TERRAIN		
Probable Cause	-			
The National Transpor is/are finding(s) 1	tation Safety Board de	etermines that the P	robable Cause(s) of this a	ccident
			an a	
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Brief of Accident

File No. - 814 5/01/84 DAYTONA BEACH.FL A/C Reg. No. N65676 Time (Lc1) - 1500 EDT _____ ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries None SUBSTANTIAL Fatal Serious Minor Type of Operation -OTHER WORK USE Fire Crew 0 1 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -LANDING ----Aircraft Information----Make/Model - BOEING A75L300 Eng Make/Model - P&W R-985 ELT Installed/Activated - NO -N/A Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt - 2717 Engine Type - RECIPROCATING-CARBURETOR No. of Seats -2 Rated Power -450 HP ----Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefina - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/ANEW SMYRNA.FL Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 050/012 KTS Runwav Ident - N/A Visibilitv - 7.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds -2500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceilina - 30000 FT OVERCAST Type of Cleanance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation NONE Condition of Light - DAYLIGHT ----Personnel Information----Pilot-In-Command Aae -30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL 4249 Last 24 Hrs -Current - YES Total _ 7 SE LAND.ME LAND Months Since - 15 Make/Model-200 Last 30 Davs- UNK/NR Last 90 Davs-HELICOPTER Aircraft Type - UNK/NR Instrument-139 228 Multi-Eng -101 Instrument Rating(s) - AIRPLANE, HELICOPTER ----Narrative----THE ACFT LOST POWER WHILE THE PLT WAS TOWING A BANNER OVER WATER. HE WAS UNABLE TO RESTART THE ENG & SUBSEQUESNTLY DITCHED THE ACFT IN THE OCEAN NEAR DAYTONA BEACH, FL. THE PLT ELECTED TO KEEP THE BANNER ATTACHED TO THE ACFT TO KEEP THE PLANE FROM FLIPPING OVER DURING IMPACT. ACCORDING TO HIM. THE ACFT FUEL SYS WAS NOT EQUIPPED WITH A SUMP DRAIN & FUEL CONTAMINATION WAS PRESENT WITHIN THE SYS.

File No. - 814 5/01/84 A/C Reg. No. N65676 DAYTONA BEACH, FL Time (Lc1) - 1500 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 1. FUEL SYSTEM, DRAIN - LACK OF 2. AIRCRAFT PREFLIGHT - NOT POSSIBLE -3. FLUID, FUEL - CONTAMINATION _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND ______ Occurrence #3 DITCHING 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

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Brief of Accident

File No 815 5/08/84 OPA	LUCKA,FL	FL A/C Reg. No. N741H			Time (Lc1) - 1035 EDT				
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL		Aircraft Damage SUBSTANTIAL Fire	Crew	0	Injur Serious 1	Minor O	None 0		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	· .	NONE	Pass		1		0		
Aircraft Information Make/Model - BEECH 65-80 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 8000 No. of Seats - 6	Number Engin Engine Type	el - LYCOMING IGS	0-540-A1A	ELT 1	[nstalled/A tall Warnir	ctivated			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 110/015 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 1500 FT Lowest Ceiling - 1500 FT BR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	WEST PALM B Destination SAME AS ACC ATC/Airspace Type of Fligh DKEN Type of Clear	CH,FL /INC t Plan - NONE	A	OFF AIF irport Da OPA-LOO Runway Runway Runway Runway	CKA Ident - Lth/Wid - Surface -	- 09L - 8002/			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA	Age - 45 Biennial Flight Rev Current - Months Since - Aircraft Type -	łew YES Totał 1 Make/ PA-28R Instr	Certificate Flight - 20 Model- Sument-	Time (Ho 010 34	ours) Last 24 Last 30	4 Hrs -) Days-	MIT 1 39 65		

----Narrative----

THE PLT STATED THAT HE DID NOT CHECK THE ACFT FUEL VISUALLY PRIOR TO DEPARTURE. ABOUT 10 MINUTES AFTER TAKEOFF, WHILE USING AUXILIARY FUEL TANKS, THE RIGHT ENG LOST POWER. THE PLT SELECTED CROSSFEED & THE ENG RESTARTED. HE THEN TURNED OFF THE RIGHT FUEL VALVE. DURING A DOWNWIND ENTRY FOR LANDING, BOTH ENGS LOST POWER. THE PLT THEN TURNED OFF THE LEFT FUEL VALVE & BOTH ENG BOOST PUMPS. ATTEMPTS TO GLIDE TO THE ARPT WERE UNSUCCESSFUL & THE ACFT CRASH LANDED OFF THE ARPT. AN INSPECTION OF THE ACFT AFTER THE ACCIDENT REVEALED THAT THE AUXILIARY TANKS WERE EMPTY, BUT THE MAIN TANKS CONTAINED 14 GALS EACH. THE FUEL SELECTOR VALVES & BOOST PUMP SWITCHES WERE IN THE OFF POSITION.

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File No 81	5 5/08/84 OPA LOCKA,FL	A/C Reg. No. N741H	Time (Lc1) - 1035 EDT
	LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH - VFR PATTERN - DOWNWIND		
	ARVATION IMPROPER USE OF - PILOT IN COMMAND MANCE,TWO OR MORE ENGINES - INOPERATIVE		
Occurrence #2 Phase of Operation			
Finding(s) 4. EMERGENCY PROCED	DURE - IMPROPER - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Probable Cause			

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

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Basic Information Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircraf	t Damage		Inju	ries	
	DESTRO	YED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass		0 0	0 0	0 0
Accident Occurred During -MANEUVERING						
Aircraft Information Make/Model - CONSOLIDATED LAKE LA-4			F 1 T	Installed/	Not invested	
Make/Model - CONSOLIDATED LAKE LA-4 Landing Gear - AMPHIBIAN	Eng Make/Model - LY Number Engines - 1	COMING TO-360-ATB		tall Warni		
Max Gross Wt - 2600	Engine Type - RE		-	starr warnin	ig system	123
No. of Seats - 4	Rated Power -	200 HP				
Environment/Operations Information						
leather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - IN PERSON	Last Departure Point SAME AS ACC/INC			RPORT/STRI	5	
Completeness - WEATHER NOT PERTINENT			Airport [
Basic Weather - VMC	JACKSONVILLE, FL		PAGE F			
Wind Dir/Speed- 120/011 KTS					- 23	150
Visibility - 15.0 SM	ATC/Airspace	NONE		Lth/Wid		150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg	- FORCED LANDING	Runway	Status	- DRY	
Precipitation - NONE	Type Apchy Lindg	- FURCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 61	Medical Certifica			AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			
PRIVATE	Current - NO	Total -			4 Hrs -	1
SE LAND, SE SEA	Months Since - 32	Make/Model- l			D Days-	1
	Aircraft Type - UNK/NR			Last 9		1
		Multi-Eng - l	JNK/NR	Rotorc	raft - UN	K/NR
Instrument Rating(s) - NONE						
Narrative						
NG WAS HEARD "POPPING" & MISFIRING DURING	G THE TAKEDEE ROLL ABOUT 1	MIN LATER WHILE	LIMBING TH	IRU 400-500	FT. THE	
REPORTED AN ENG FAILURE & WAS CLEARED TO I						
ING LOT. AN EXAM OF THE ENG REVEALED THAT						
AINED DIRT & CORROSION CONTAMINATION. THE					/	
EM WAS NOT INSPECTED. THE ACFT HAD FLOWN					HAD FLOWN	
IN THE ACFT THE DAY BEFORE WHICH ENDED W						
REVIEW ON 9/17/81. THE PREVIOUS ENTRY IND						
/84, THE PLT INDICATED HE HAD 1400 TOTAL H	HRS WITH NO FLT TIME IN THE	PREVIOUS 6 MOS.				

File No 9		FORT MYERS,FL	A/C Reg. No. N1119L		Time (Lc1) -	- 1027 EDT	
Occurrence #1 Phase of Operation		RTIAL) - MECH FAILURE/MAL	F				
inding(s) 1. FUEL SYSTEM,FUE 2. MAINTENANCE,A		INATION INADEQUATE - OTHER MAINT	ENANCE PSNL				
ccurrence #2 hase of Operation		RN TO LANDING AREA (EMERG	ENCY)				
inding(s)							
3. ABORTED TAKEOFF		PILOT IN COMMAND	·				
ccurrence #3	LOSS OF CONTROL -						
Ccurrence #3 Phase of Operation inding(s) 4. AIRSPEED - NOT I 5. IMPROPER US	LOSS OF CONTROL - MANEUVERING - TUF MAINTAINED - PILOT E OF EQUIPMENT/AIRC E OF EQUIPMENT/AIRC	- IN FLIGHT RN TO LANDING AREA (EMERG IN COMMAND CRAFT,LACK OF RECENT TOTA CRAFT,LACK OF TOTAL EXPER IN COMMAND		- PILOT			
Occurrence #3 Phase of Operation inding(s) 4. AIRSPEED - NOT I 5. IMPROPER US 6. IMPROPER US 7. STALL/SPIN - IN	LOSS OF CONTROL - MANEUVERING - TUF MAINTAINED - PILOT E OF EQUIPMENT/AIRC ADVERTENT - PILOT I IN FLIGHT COLLISI	- IN FLIGHT RN TO LANDING AREA (EMERG IN COMMAND CRAFT,LACK OF RECENT TOTA CRAFT,LACK OF TOTAL EXPER IN COMMAND	ENCY) L EXPERIENCE - PILOT IN CO LIENCE IN TYPE OF AIRCRAFT	- PILOT			

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

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

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Type Operating Certificate-NONE (GENE		- C+ Demesse		Injur		
· · · ·		aft Damage TANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire		rew O	0		1
Flight Conducted Under -14 CFR 91	NONE	P	ass 0	0	0	0
Accident Occurred During -LANDING						
ircraft Information						
Make/Model - BEECH 19A	Eng Make/Model -	LYCOMING 0-320-E2	C EL1	Installed/#		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnir	ng System	- YES
Max Gross Wt - 2200	Engine Type -		BURETOR			
No. of Seats - 4	Rated Power -	150 HP				
nvironment/Operations Information						
eather Data	Itinerary			t Proximity		
Wx Briefing - NO RECORD OF BRIEF		nt	OFF /	AIRPORT/STRIF	>	
Method - N/A	LOUISVILLE,KY			Data		
Completeness - N/A Basic Weather - VMC	Destination BARTON,FL		Airport	Data		
Wind Dir/Speed- CALM	BARTON, FL		Purows	av Ident -	- N/A	
Visibility - 6.0 SM	ATC/Airspace			ay Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE		ay Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runwa	ay Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDIN	IG			
Precipitation - NONE	4					
Condition of Light - DAYLIGHT						
ersonnel Information						
Pilot-In-Command	Age - 22	Medical Certif	icate - VAL	ID MEDICAL-NO	D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Age - 22 Biennial Flight Review	F	light Time	(Hours)		/=
COMMERCIAL, CFI	Current - UNK/	NR lotal	- 770	Last 24	i Hrs - UN	K/NR
SE LAND, ME LAND	Months Since - UNK/ Aircraft Type - UNK/	NR Make/model NR Instrument	- 41 :- 72	Last 30) Days- UN) Days- UN	
	All chart Type - UNK/	Multi-Eng	- 53	Last st	Days ON	
		5				
Instrument Rating(s) - AIRPLANE						
arrative CFT COLLIDED WITH A FENCE DURING A FO				· · ·		

6/04/84 WINTER HAVEN, FL A/C Reg. No. N6584T Time (Lc1) - 0720 EDT File No. - 802 ------Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND -----Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - FENCE _____ ----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

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Brief of Accident

File No. – 8	30 6/04/84	CEDAR KEY,FL	A/C Reg. No. N	8592T	Т	ime (Lc1) -	1216 EDT		
-Basic Informatic Type Operating Type of Operat	Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage DESTROYED Fire	Crew	Fatal 0	Serious	Minor	None 0.	
Flight Conduct	ion -PERSC ed Under -14 CF red During -TAKEC	R 91	NONE	Pass	0	4	ed/Activated - YE enning System - YE ty STRIP - 18 d - 2200/ 50		
-Aircraft Informa Make/Model Landing Gear Max Gross Wt No. of Seats	- CESSNA 182C - TRICYCLE-FIXED - 2650	Number	e/Model - CONTINENTAL Engines - 1 Type - RECIPROCATIO Swer - 230 HP		S		Minor No 1 O Activated - YES Ing System - YES IP - 18 - 2200/ 50		
Weather Data Wx Briefing Method Completeness Basic Weather Wind Dir/Spe Visibility Lowest Sky/C Lowest Ceili Obstructions Precipitatic		Itinerary RIEFING Last Dep SAME A Destinati TAMPA, ATC/Airspa Type of Type of Type Apc	L		OFF AII Airport Da CEDAR I Runway Runway Runway	KEY Ident - Lth/Wid - Surface -	18 2200/ GRAVEL	50	
-Personnel Inform Pilot-In-Commar Certificate(s PRIVATE SE LAND,ME	nd s)/Rating(s)	Age - 34 Biennial Fligh Current Months Sin Aircraft T	t Review - YES Tota ce - 4 Make ype - UNK/NR Inst		t Time (H K/NR 605 K/NR	Last 24 Last 30 Last 90		5 IK/NR 100	

Instrument Rating(s) - NONE

· · · ·

----Narrative----

THE PLT ROTATED THE ACFT AT 45 MPH & LIFTED OFF AT APRX 60 MPH. THE ACFT CLIMBED TO ABOUT TREE TOP LEVEL, THEN IT MUSHED AS IT DRIFTED TO THE LEFT. THE LEFT WING HIT A TREE & THE ACFT CARTWHEELED & CRASHED. THE PLT SAID HE DID NOT COMPUTE A WEIGHT & BALANCE PROFILE. THE ACFT'S COMPUTED GROSS WAS 2755 LBS. THE MAX CERTIFICATED GROSS WEIGHT OF THE ACFT WAS 2650 LBS. THE ACFT CRASHED AFTER TRAVELING ABOUT 1100 FT DOWN THE 2200 FT RWY. THE PLT STATED THAT HE HAD BEGUN HIS TAKEOFF ROLL ON THE OVERRUN, PRIOR TO THE THRESHOLD OF THE RWY. ABOUT 39 MI NE, AT GAINESVILLE, FL, THE 1155 EDT WIND WAS FROM 340 DEG AT 7 KTS.

File No. - 830 6/04/84 CEDAR KEY.FL A/C Reg. No. N8592T Time (Lcl) - 1216 EDT _____ LOSS OF CONTROL - 'IN FLIGHT Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 5. WEATHER CONDITION - WINDSHEAR 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND _____ Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED 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) 4,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,8

	6/0	7/84 COCOA	BEACH, FL	A/C Reg	. No. N2493E		ا 	ime (Lc1) -	2020		
-Basic Information- Type Operating Co		-NONE (GENERAL	AVIATION)	Aircraft SUBSTANT			Fatal	Injur Serious	ies Mino	r	None
Type of Operation Flight Conducted Accident Occurre	Under During	-14 CFR 91 -DESCENT	E .	Fire NONE		Crew Pass	0	0 0	.1 O		0 0
-Aircraft Informatio Make/Model (Landing Gear - Max Gross Wt - No. of Seats -	DN CESSNA 172 FRICYCLE-F 2300	N	Number I	e/Model - LYCO Engines - 1 Type - RECI ower - 1	MING 0-320-H Procating-ca	RBURET	OR	Installed/A Stall Warnir	ng Syste	em - '	
5	- NO RECOR - N/A - N/A - VMC - 120/008 - 7.0 uds - - - - - - - - -	D OF BRIEFING SM 3000 FT SCATT NONE NONE NONE	MERRIT Destinatio LOCAL ATC/Airspac ERED Type of I	arture Point FISLAND,FL on ce Flight Plan - Clearance -	NONE		Airport OFF Al irport [Runway Runway Runway	Proximity [RPORT/STRIF Data	- N/A - N/A - N/A	, ,	
-Personnel Informat Pilot-In-Command Certificate(s)/ PRIVATE SE LAND				t Review	edical Certi Total Make/Mode Instrumen Multi-Eng	Flight - UNK 1- UNK 1- UNK	Time (H /NR /NR /NR		4 Hrs -) Days-) Days-	UNK/ UNK/ UNK/	NR NR NR
Instrument R	ating(s)	- NONE									
-Narrative										 NG	
PLT WAS FLYING LOW N, THE ACFT FELL "F RTED TO TURN PRIOR	TO CRASHIN										
N, THE ACFT FELL "F	TO CRASHIN					·			- 		

File No 8	13 6/07/84	COCOA BEACH,FL	A/C Reg. No. N2493E	Time (Lc1) - 2020 EDT	
Occurrence #1 Phase of Operation		- IN FLIGHT			
5. STALL - INADVER	IATED - PILOT IN C MAINTAINED - PILOT E OF EQUIPMENT/AIR TENT - PILOT IN CC	COMMAND IN COMMAND RCRAFT,DIVERTED ATTENTIC DMMAND			
Occurrence #2 Phase of Operation					
Probable Cause					
The National Transpo is/are finding(s) 3,		ard determines that the	Probable Cause(s) of this acci	ident	

File No 89		18/84 1	MARIANNA,FL	A/C R	eg. No. N			ime (Lc1)		
Basic Information Type Operating		e-AGRICUL	TURAL AIRCRAFT	- Aircraf SUBSTA	t Damage NTIAL		Fatal	Inju Serious	ries Minor	None
Type of Operati	on	-AERIAL	APPLICATION	Fire		Crew	0	0	0	1
Flight Conducte Accident Occurr	ed During	-LANDING		NONE		Pass	0	0	0	0
Aircraft Informat	ion									
	CESSNA A1			ng Make/Model - CC		10-520-0		Installed/		•
Landing Gear - Max Gross Wt -		-ALL FIXE		lumber Engines - f Ingine Type - RE			2	Stall Warni	ng Syste	m - YES
No. of Seats -				ated Power -		INDECTED				
Environment/Opera	tions Info	ormation								
Weather Data				nerary				Proximity		
W× Briefing Method	- NO RECO - N/A	ORD OF BRI		ist Departure Point MARIANNA,FL	:		OFF AI	RPORT/STRI	5	
Completeness Basic Weather	•		Des	stination LOCAL			Airport [Data		
Wind Dir/Spee	d- CALM								- N/A	
Visibility		SM	ATC,	Airspace				/ Lth/Wid		
Lowest Sky/Cl		CLEAR		pe of Flight Plan				/ Surface		
Lowest Ceilin	0			pe of Clearance			Runway	/ Status	- N/A	
Obstructions Precipitation Condition of	-	NONE		/pe Apch/Lndg	- FORCED	LANDING				
Personnel Informa	+ ion									
Pilot-In-Command			Age -	37	Medical	Certifica	te - VALIC	MEDICAL-N) WAIVER	S/LIMIT
Certificate(s)	/Rating(s)			Flight Review			ht Time (H			
COMMERCIAL				rent - UNK/NF		1 -			4 Hrs -	•
SE LAND				hs Since - UNK/NF		•	INK/NR) Days-	•
			Air	craft Type - UNK/NF		rument- l i-Eng - l	•) Days- raft -	•
Instrument	Rating(s)	- AIRPLA	NE							
Narrative	ODEDATION									
				LOSS OF POWER & (NO RESPONSE. HE MAU						
				ED THAT THE CRANKS						
OIL WAS SEEPING										
										ана. А
									· · ·	
				PAGE 114						

File No. - 896 6/18/84 MARIANNA, FL A/C Reg. No. N5630G Time (Lc1) - 0720 CST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation UNKNOWN Finding(s) 1. ENGINE ASSEMBLY, CRANKSHAFT - CRACKED 2. FLUID,OIL - LEAK 3. FLUID.OIL - STARVATION 4. PROPELLER SYSTEM/ACCESSORIES, HYDRAULIC PITCH CTL - INOPERATIVE Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL 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) 1,2,3

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

	n			A in such	Demons		Trada un		
Type Operating	Certificat	e-NUNE (GENER	AL AVIATION)	Aircraft DESTROYE		Fatal	Injur Serious		None
Type of Operat	ion	-BUSINESS		Fire	Cri		1	0	0
Flight Conduct				NONE	Pa	-	2	ŏ	õ
Accident Occur	red During								
Aircraft Informa	tion								
Make/Model	- CESSNA 18	2P	Eng Mal	ke/Model - CONI	INENTAL 0-470-		Installed/A		
Landing Gear		FIXED		Engines - 1			Stall Warnin	g System	- YES
Max Gross Wt					PROCATING-CARB	URETOR			
No. of Seats	- 4		Rated	Power - 2	230 HP				
Environment/Oper	ations Info	rmation							
leather Data			Itinerary				Proximity		
Wx Briefing Method	- N/A	RD OF BRIEFIN		parture Point AS ACC/INC		ON AI	RSTRIP		
Completeness	- N/A		Destinat	ion		Airport [Data		
Basic Weather			PENSA	COLA,FL			AHOOCHEE		
Wind Dir/Spe								24	
Visibility			ATC/Airsp				y Lth/Wid -		
Lowest Sky/C				Flight Plan -			y Surface -	•	URF
Obstructions	•		RCAST Type of		NONE	Runway	y Status -	DRY	
Precipitatio			туре ар	ch/Lndg -	NUNE				
Condition of	Light -	DAYLIGHT							
Personnel Inform		**********							
Pilot-In-Commar			Age - 46	1	Medical Certifi	cate - VALII	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)		Biennial Flig	ht Review	Fl	ight Time (I	Hours)		
PRIVATE			Current	ht Review - YES	Total -		Last 24	Hrs -	
SE LAND			Months Si	nce - 13	Make/Model-	32	last 30) Days- U	
		ی در در این این این در این این در این در مربو	Aircraft	Type - UNK/NR	Instrument-	0	Last 90	Days-	5
Instrument	Rating(s)	- NONE							
Narrative									
NG THE TAKEOFF C									
GROUND AND CAME									
DPERATING NORMAL FOR TAKEOFF. AN									
DOWN POSITION.					- FLAP ACTUATOR	HANDLE WAS			

File No 8	73 6/2	1/84 CHAT1	AHOOCHEE, FL	A/C Reg. No. N2	1335	Time (Lc1) - 1245 EDT	
Occurrence #1 Phase of Operation		NTROL - IN FL INITIAL CLIME					
Finding(s) 1. LOWERING OF FLA 2. AIRSPEED - NOT 3. STALL - INADVER	MAINTAINED -	PILOT IN COM					
Occurrence #2 Phase of Operation		COLLISION WIT	TH TERRAIN				
Probable Cause							
The National Transpo	rtation Safe	ty Board dete	ermines 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

File No 806 6/22/84	MIAMI,FL	A/C Reg	. No. N738VS	Τ.	ime (Lc1) -	1245 ED	T
Basic Information Type Operating Certificate-NO	VE (GENERAL AVIATION)	Aircraft		F-+-1	Injur		News
	SONAL	SUBSTANT		Fatal 0	Serious O	Minor O	None 1
Type of Operation -PE Flight Conducted Under -14	RSONAL	Fire NONE	Crew		0	0	1
Accident Occurred During -LA			Pass	-			,
-Aircraft Information							
Make/Model - CESSNA 172N			MING 0-320-H2AD	ELT :	[nstalled/A	ctivated	- YES/NC
Landing Gear - TRICYCLE-FIXE) Number	- Engines - 1		S	tall Warnir	g System	- YES
Max Gross Wt - 2300	Engine	e Type - RECI	PROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated	Power - 1	60 HP				
Environment/Operations Informat	ion						
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last De	eparture Point		ON AIR	PORT		
Method - TELEPHONE		DCKA,FL					
Completeness - WEATHER NOT				Airport Da			
Basic Weather - VMC		WEST,FL		OPA LO	CKA WEST		
Wind Dir/Speed- 238/008 KTS					Ident -		
Visibility - 10.0 SM	ATC/Airs	bace			Lth/Wid -		
	DOFT Type o	f Flight Plan -		Runway	Surface -	ASPHALT	
Lowest Ceiling - 25	DO FT BROKEN Type o	f Clearance -	NONE	Runway	Status -	DRY	
Obstructions to Vision- NON	E Type A	och/Lndg -	TRAFFIC PATTERN				
Precipitation - NON	E	_	FULL STOP				
Condition of Light - DAY	_IGHT						
Personnel Information							
Pilot-In-Command	Age - 23	N	edical Certifica	ate - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)		ght Review	Flig	ght Time (H	ours)		
PRIVATE	Current	- YES	Total -	169	Last 24	Hrs -	18
SE LAND	Months S	- YES ince - 1	Make/Model-	169	Last 30) Days- U	NK/NR
	Aircraft	Type - C-172N	Instrument-	19	Last 90) Days-	150
Instrument Rating(s) - N	DNE						
Narrative							
E PLT SAID HE HAD "CROSS CHANNELE							
A-LOCKA WEST ARPT. THE ACFT WAS L	ANDED DOWNWIND & AFTER (OVERRUNNING THE	END OF THE RWY,	IT COLLIDE	D WITH TERF	AIN &	
S DAMAGED.				v			
							· · · -

File No 8	06 6/22/8	4 MIAMI,FL	A/C Reg.	No. N738VS	Time (Lc1) - 1245 EDT	
Occurrence #1 Phase of Operation	OVERRUN LANDING - ROL	L	-			
Finding(s) 1. COMM/NAV EQUIPM 2. FLIGHT TO ALT 3. WEATHER CONDITI 4. WRONG RUNWAY 5. GO-AROUND - NOT	ERNATE DESTINAT ON - TAILWIND - SELECTED - PI)T IN COMMAND			
Occurrence #2	ON GROUND COL	LISION WITH TERRAIN L				

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) 1,3

asic Information-											
Type Operating C	Certificate	∍-NONE (GENERAL A	VIATION)		raft Damage	!	-	Inju		N
-						TROYED		Fatal	Serious		None
Type of Operatic Flight Conducted Accident Occurre	l Under		103		Fire NOM	IE	Crew Pass	1 0	0	0 0	0 0
ircraft Informat											
	STOREY SK			Eng Ma	ke/Model -	CUYUNA 215	RR	ELT	Installed/	Activated	J - UNK/N
Landing Gear -					Engines -				Stall Warnin		
Max Gross Wt -	UNK/NR			Engine	Type -	RECIPROCAT	ING-CARBURE			- ,	
No. of Seats -				Rated	Power -	20 HP					
nvironment/Operat	tions Info	rmation-									
leather Data				Itinerary					Proximity		
U	- NO RECOU - N/A	RD OF BR	IEFING	Last De JUPIT	parture Po ER,FL	ofnt		OFF A	RPORT/STRI	5	
Completeness Basic Weather				Destinat LOCAL				Airport [Data		
Wind Dir/Speed		KTS		COORE				Runway	/ Ident	- 06	
Visibility				ATC/Airsp	ace				/ Lth/Wid		
Lowest Sky/Clo			T THIN BK			an - NONE			/ Surface		
Lowest Ceiling			T BROKEN	Type of	Clearance	- NONE		Runway	/ Status	- N/A	
Obstructions	to Vision-	NONE		Type Ap	ch/Lndg	- UNK/NF	1				
Precipitation											
Condition of l	_ight -	DAYLIGH	T 								
ersonnel Informa											
Pilot-In-Command						Medical	Certificat	te - VALI	MEDICAL-W	AIVERS/L	IMIT
Certificate(s),	/Rating(s)		Bi	iennial Flig	ht Review - YES nce - 16		Fligh	nt Time (H	lours)		
PRIVATE				Current	- YES	5 Tot	al -	390	Last 2	4 Hrs - 1	
SE LAND						Mak 170 The	e/Model- UN		Last 3	0 Days- 0 Days-	
		a. 49		Aircraft	Type - C-	Mul	Fligh al - e/Model- UN strument- UN ti-Eng - UN	NK/NR NK/NR	Rotorc	raft - I	
Instrument	Rating(s)	- NONE									
larrative							DADATED AT		ATTACUMENT	EITTING	
JLTRALIGHT EXPERI PLT & ULTRALIGHT P						THE WING SE	PARAILU AI	THE WING	ATTACHMENT	FILING	•

Brief of Accident (Continued)							
File No 8	19 6/23/84	INDIANTOWN, FL	A/C Reg. No. NONE	Time (Lc1) - 0745 EDT			
Occurrence #1 Phase of Operation	AIRFRAME/COMPONEN Unknown	IT/SYSTEM FAILURE/MALFUNC	TION	A de la constante de			
Finding(s) 1. WING,WING ATTACH	HMENT FITTING - FAI	LURE, TOTAL					
Occurrence #2 Phase of Operation	IN FLIGHT COLLIST DESCENT - UNCONTE						
Probable Cause		· · · · · · · · · · · · · · · · · · ·					
The National Transpor is/are finding(s) 1	rtation Safety Boar	d determines that the Pr	obable Cause(s) of this ac	cident			
				e de la companya de En companya de la comp En companya de la comp			
e de la Color de							

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Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damag	e		Injur		
		SUBSTANTIAL	_	Fatal	Serious	Minor	None
Type of Operation -PERSON Flight Conducted Under -14 CFR		Fire	Crew	0	0 0	1	0
Accident Occurred During -LANDIN		NONE	Pass				0
ircraft Information		· · · · · · · · · · · · · · · · · · ·					
Make/Model - MOONEY A-2A	Eng Make	/Model - CONTINENT		ELT I	nstalled/A	ctivated -	YES/N
Landing Gear - TRICYCLE-FIXED					all Warnir	ng System -	YES
Max Gross Wt - 1450 No. of Seats - 2	Rated Po	ype - RECIPROCA wer - 90 HF					
nvironment/Operations Information-							
eather Data	Itinerary			Airport P	•		
Wx Briefing - NO RECORD OF BR		rture Point		ON AIRS	TRIP		
Method - N/A Completeness - N/A	FT. PIE Destinatio			irport Da	+-		
Basic Weather - VMC		ACC/INC	A		IE COUNTY		
Wind Dir/Speed- 100/007 KTS	SAME AS				Ident -	- 14	
Visibility - 3.000 SM	ATC/Airspac					- 5000/ 2	00
Lowest Sky/Clouds - 1500 F					Surface -		
Lowest Ceiling - 3000 F				Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch	I/Lndg - FORCE	D LANDING				
Precipitation - NONE Condition of Light - DAYLIGH	IT						
ersonnel Information							
Pilot-In-Command	Age - 50	Medica	1 Certificate			IVERS/LIMI	т
Certificate(s)/Rating(s)	Biennial Flight	Review - YES To	Flight	Time (Ho			(110
PRIVATE SE LAND	Current Monthe Sine	- YES To e - 20 Ma	otal - 1	732	Last 24	Hrs - UNK	
SE LAND	Aircraft Ty	npe-UNK/NR In	istrument-	118	Last 90) Days- UNK) Days-	10
Instrument Rating(s) - AIRPL	ANE						
Instrument Rating(s) - AIRFL							
arrative		-					

File No 84	47 6/27/84 FT. PIE	RCE,FL	A/C Reg. No. N5496F	Time (Lc1) - 1330 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER CLIMB			. .
<pre>inding(s) . UNDETERMINED</pre>		ан саймаан ал 1997 - Саймаан ар		LATE STATE STATE STATE STATE - THE STATES
Occurrence #2 Phase of Operation	FORCED LANDING Descent - Emergency			· · · · · · · · · · · · · · · · · · ·
Occurrence #3 Phase of Operation	NOSE GEAR COLLAPSED LANDING	an a		
inding(s) 2. TERRAIN CONDITIC 3. LANDING GEAR,NOS	DN - HIGH VEGETATION SE GEAR - OVERLOAD		an a	
Probable Cause				
is/are finding(s) 1	rtation Safety Board determ o this accident is/are find		able Cause(s) of this acc	ident
		1		
	ana ang sang sang sang sang sang sang sa	n n n n n n n n n n n n n n n n n n n		

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en la provinsi de la state da travelar de

Basic Information Type Operating Certificate-NONE (GENER		raft Damage		Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	SUBS Fire NONE			Serious O O	Minor 1 1	None O 1
Accident Occurred During -APPROACH						
Aircraft Information	F W U U U U			Y		
Make/Model - PIPER PA-28-180 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4	Number Engines -	LYCOMING 0-360-A4A 1 RECIPROCATING-CARBUR 160 HP	9	Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	Itinerary IG Last Departure Po BABINS,LA	int	•	Proximity RSTRIP		
Completeness - N/A	Destination		Airport [
Basic Weather - VMC Wind Dir/Speed- 140/005 KTS	SAME AS ACC/INC		Runway		- 18	
Visibility - 7.0 SM Lowest Sky/Clouds - 3500 FT	ATC/Airspace Type of Flight Pla	an - VFR		/ Lth/Wid - / Surface -		۲F
Lowest Ceiling - 3500 FT BRG Obstructions to Vision- NDNE Precipitation - NDNE Condition of Light - DAYLIGHT		- NONE			- DRY	
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 36 Biennial Flight Review		ght Time (I	Hours)		
STUDENT	Current ~ N/A Months Since N/A		73 16	Last 24	1 Hrs - UNM) Davs- UNM	(/NR (/NR
	Aircraft Type - N/A		2	Last 90	Days- UN	K/NR
Instrument Rating(s) - NONE						
Narrative						
E ON FINAL APCH TO LAND AT A PRIVATE ARI STATED THAT HE DID NOT SEE THE POWER LIN ICAL STABILIZER OF THE ACFT STRUCK THE V	NES UNTIL JUST PRIOR TO IM	PACT. HE ATTEMPTED TO	FLY UNDER			

File No 89	7 7/03/84 PORT ST. JOE,FL	A/C Reg. No. N498OL	Time (Lc1) - 1302 CDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT APPROACH - VFR PATTERN - FINAL APPROACH		· · · ·
Finding(s) 1. OBJECT - WIRE,TF 2. VISUAL LOOKOUT	ANSMISSION - NOT MAINTAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause	-		
The National Transpor is/are finding(s) 2	tation Safety Board determines that the F	Probable Cause(s) of this accide	nt
Factor(s) relating to	o this accident is/are finding(s) 1		

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Brief of Accident

N.

File No	860 7/	13/84	HIGH SPR	RINGS,FL	A/C	Reg. No.	N7776D		Time (Lc1)	- 1225 ED	т
Basic Informati Type Operatin		e-NONE	(GENERAL A	VIATION)		aft Damag TANTIAL	e	Fatal	Inj Serious	uries Minor	None
Type of Opera Flight Conduc Accident Occu	ted Under	-PERSO -14 CF -LANDI	R 91		Fire NONE		Crew Pass	0 0	0 0	0 0	1 1
Aircraft Inform Make/Model Landing Gear Max Gross Wt No. of Seats	- PIPER PA- - TAILWHEEL		XED			1	TING-CARBURE		Installed Stall Warn	I/Activated ling System	
Visibility Lowest Sky/ Lowest Ceil Obstruction Precipitati	- NO RECO - N/A s - N/A - VMC eeed- 33C/005 - 7.0 Clouds - ing - s to Vision-	KTS SM 2500 2500 NONE NONE	RIEFING FT FT BROKEN	SAME Destinat LOCAL ATC/Airspa Type of	ace Flight Pla Clearance	n - NONE	GHT - IN	ON A RUDY RUDY Runwa Runwa Runwa	'S GLIDERPO ay Ident ay Lth/Wid ay Surface	RT - 16 - 3236/	
Personnel Infor Pilot-In-Comma Certificate(COMMERCIA SE LAND	nd s)/Rating(s)) _.			ht Review - YES nce - 2 Type - UNK/	To Ma	l Certificat Fligh tal - ke/Model- strument-	e - VAL: t Time 72 3 0	(Hours) Last Last	ND WAIVERS 24 Hrs - 30 Days- U 90 Days-	0
Instrumen Narrative THE PILOT STATED TH THAT HE OVER COMPEN NOSED OVER.		COVERING	FROM A BO								
				P	AGE 126						

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File No 8	60 7/13/84	HIGH SPRINGS, FL	A/C Reg. No. N7776D	Time (Lc1) - 1225 EDT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND			
2. GROUND LOOP/SWE 3. GO-AROUND - ATT	RVE - INADVERTENT EMPTED - PILOT IN	NED - PILOT IN COMMAND - PILOT IN COMMAND COMMAND D - PILOT IN COMMAND			
Occurrence #2 Phase of Operation	NOSE OVER LANDING				
Probable Cause					

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

Brief of Accident

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File No 969 7/14/84 HOL	LYWOOD,FL A/CI	Reg. No. N8001E	т	ime (Lcl) -	- 1415 EDT	
Basic Information Type Operating Certificate-NONE (GENE		ft Damage		Injur		
	DESTR	DYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew		1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	1	0
Accident Occurred During -LANDING				~		
Aircraft Information						
Make/Model - LAKE LA-4-200	Eng Make/Model - L			Installed/#		
Landing Gear - AMPHIBIAN	Number Engines -		S	tall Warnir	ng System –	- YES
Max Gross Wt - 2600		ECIP-FUEL INJECTED				
No. of Seats - 4	Rated Power -	200 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEF	ING Last Departure Poin	t	OFF AI	RPORT/STRIF	>	
Method - N/A	FT. LAUDERDALE,FL					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 120/009 KTS			Runway	Ident -	- N/A	
Visibility - 10.0 SM	ATC/Airspace		Runway	Lth/Wid -	- N/A	
Lowest Sky/Clouds - 2500 FT SC	CATTERED Type of Flight Plan	- NONE	Runway	Surface -	- WATER	
Lowest Ceiling - 25000 FT B	ROKEN Type of Clearance	- NONE	Runway	Status -	- WATER-CAL	_M
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 40	Medical Certifica	te - VALID	MEDICAL-NO) WAIVERS/I	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)		
COMMERCIAL	Current - YES	Total -	4000	Last 24	4 Hrs - UN	
SE LAND, ME LAND, SE SEA	Months Since - 10	Make/Model-	72	Last 30) Days- UN	
	Aircraft Type - UNK/N	R Instrument-	1020	Last 90) Days-	75
		Multi-Eng -	3500			
Instrument Rating(s) - AIRPLANE						
Alexy = t /						
Narrative						
TER ARRIVING AT SOUTH LAKE, THE PLT MADE						
STEP-LANDING & AFTER TOUCHING DOWN, THE						
NDS. HE & THE PASSENGERS STATED THAT IT I						
AT HE DISTINCTLY REMEMBERED OBSERVING TH	AT THE GEAR WAS RETRACTED. TH	E NOSE & LEFT MAIN	GEAR WERE	FOUND IN TH	HE UP &	

LOCKED POSITION. THE RIGHT MAIN GEAR WAS UNLOCKED, BUT IT WAS DAMAGED. THE RIGHT WING FLOAT HAD SEPARATED, ITS MOUNTING BRACKETS WERE BENT AFT & INBOARD. ALSO, THE OUTER PORTION OF THE RIGHT WING WAS DEFORMED UPWARD & AFT. ABOUT 10 MI NORTH AT FT LAUDERDALE, FL, THE 1342 EDT WIND WAS FROM 120 DEG AT 9 KTS.

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File No. - 969 7/14/84 HOLLYWOOD, FL A/C Reg. No. N8001E Time (Lc1) - 1415 EDT ------______ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ . Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WEATHER CONDITION - CROSSWIND 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND _____ Occurrence #2 NOSE OVER Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Brief of Accident (Continued)

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

File No 941	7/24/84	MIAMI,FL	A/C Reg.	. No. N2166Y	т	ime (Lcl) -	1800 EDT	
Basic Information Type Operating Cert		GENERAL AVIATION)	Aircraft [SUBSTANT]		Fatal	Injur Serious	ies Minor	None
Type of Operation Flight Conducted Un Accident Occurred D		91	SUBSTANTS Fire NONE	Crew Pass	0	0 0		None 1 1
Aircraft Information- Make/Model - PIP Landing Gear - TAI Max Gross Wt - 1 No. of Seats -	ER J3C-65 LWHEEL-ALL FIX 220	ED Numb Engi	Make/Model - CONTI er Engines - 1 ne Type - RECIF	INENTAL C-65	S	Installed/A tall Warnir		
Method - N Completeness - N Basic Weather - V Wind Dir/Speed- C Visibility - Lowest Sky/Clouds	0 RECORD OF BR /A /A MC ALM 10.0 SM - 1500 F - 8000 F ision- NONE - NONE	Itinera IEFING Last SAM Destin LOC ATC/Ain T SCATTERED Type T OVERCAST Type Type	Departure Point E AS ACC/INC ation AL space of Flight Plan - N of Clearance - N	NONE NONE NONE	ON AIR Airport D BURRS Runway Runway Runway	ata FIELD Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rat COMMERCIAL SE LAND Instrument Rati	ing(s)	Current Months Aircraf	ight Review - YES Since - 1 t Type - UNK/NR	Total - Make/Model-	nt Time (H 610 52 48 4	ours) Last 24 Last 30 Last 90	Hrs - Days- UNI Days-	9
Narrative E PLT STATED THAT AT AB ENG MALFUNCTION WAS FO	UND. A POST AC		R BUT CONTINUED TO ACFT REVEALED NO	RUN AT A LOWER REASON FOR THE I	POWER UNT LOSS OF PO	IL GROUND 1 WER.	MPACT.	
						.		
			PAGE 130					

			Time (Lc1) - 1800 EDT
OSS OF POWER AKEOFF - INITIAL CLIMB			
ORCED LANDING ESCENT - EMERGENCY	· · · · · · · · · · · · · · · · · · ·		
ANDING - FLARE/TOUCHDOW	N		
	· • • • • • • • • • • • • • • • • • • •		
	AKEOFF - INITIAL CLIMB DRCED LANDING ESCENT - EMERGENCY N FLIGHT COLLISION WITH ANDING - FLARE/TOUCHDOWN	AKEOFF - INITIAL CLIMB DRCED LANDING ESCENT - EMERGENCY N FLIGHT COLLISION WITH TERRAIN ANDING - FLARE/TOUCHDOWN	AKEOFF - INITIAL CLIMB ORCED LANDING ESCENT - EMERGENCY N FLIGHT COLLISION WITH TERRAIN

is/are finding(s) 1

File No 94	19 7/26/84 PANAI	A CITY, FL	A/C Reg.	No. N6104M	1	Time (Lc1) -	0957 CDT	
Basic Information								
	Certificate-NONE (GENER		Aircraft [Iniur	ios	
Type operating	Certificate None (GENERA	AL AVIATION)	DESTROYED	3	Fatal	Serious	Minor	None
Type of Operati	ion -PERSONAL		Fire			0	0	1
Flight Conducte			NONE	Crew Pass		0	1	0
			NUNE	Pass	0	0	I	0
	ed During -TAKEOFF							
Aircraft Informat								
Make/Model -	CESSNA 152	Eng Make	Model - LYCOM	MING 0-235-L2C	ELT	Installed/A	ctivated	- YES/NO
	TRICYCLE-FIXED		ngines - 1			Stall Warnin		
Max Gross Wt		Engine Ty		PROCATING-CARBUR		Starr warmin	g system	125
No. of Seats	-	Rated Pov			LIOK			
Environment/Opera	ations Information							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing	- NO RECORD OF BRIEFING	G Last Depar	rture Point		OFF A	IRPORT/STRIP		
Method	- N/A	SAME AS						
Completeness	- N/A	Destination			Airport [Data		
Basic Weather		LOCAL	•		poi t			
	d- 190/004 KTS				Runway	y Ident -	N/A	
	- 7.0 SM	ATC/Airspace	`			v Lth/Wid -		
Lowest Sky/Ci		TTERED Type of F	- Liaht Plan - N			y Surface -		
Lowest Ceilir			learance - N			-	N/A	
	to Vision- NONE	Type Apch/		NONE	Kullwa	y status	IN/ A	
Precipitation		туре арсп/	- Indg - I	NUME				
• • •	Light - DAYLIGHT							
Personnel Informa								
Pilot-In-Command		Age - 23		edical Certifica				
Certificate(s)/Rating(s)	Biennial Flight			ght Time (I			
PRIVATE			- NO					3
ŞE LAND			e – UNK/NR		67		Days- UN	K/NR
		Aircraft Typ	be – UNK/NR	Instrument-	2	Last 90	Days-	5
	· · · · ·							
Testerment								
Instrument	Rating(s) - NONE							
Narrative								
	CED AN ENG FAILURE DUE T		& HAD SAFELY	EXECUTED & EORC			FT	
	DOMINIUMS. AFTER HAVING							
	OUT 6 FT, THE ACFT & WHE							
	T STATED THAT BECAUSE TH							
	ALSO ATTEMPTED THE TAKED				FUELING U	F THE ACET &	AUDED	
20 LBS OF FUEL. HE	ALSU ATTEMPTED THE TAKEU	FF WITH THE PASSE	NGER UN BUARD					
·								
		·	- 10-					
		PAGI	E 132					

File No 949	7/26/84	PANAMA CITY,FL	A/C Reg. No. N6104M	Time (Lc1) - 0957 CDT
Finding(s) 1. PREFLIGHT PLANNING/PR 2. UNSUITABLE TERRAIN -		INADEQUATE - PILOT 1	IN COMMAND	
3. IMPROPER DECISION 4. TERRAIN CONDITION - H 5. OBJECT - FENCE		D PRESSURE - PILOT I ON	IN COMMAND	
Probable Cause		· · · · · · · · · · · · · · · · · · ·		n an

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

Brief of Accident

Time (Lcl) - 1915 EST File No. - 825 3/18/84 ATLANTA.GA A/C Reg. No. N53655 ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Injuries Aircraft Damage Minor None SUBSTANTIAL Fatal Serious Type of Operation -PERSONAL 0 0 0 1 Fire Crew Flight Conducted Under -14 CFR 91 Pass 0 0 0 1 NONE Accident Occurred During -DESCENT ----Aircraft Information----Make/Model - CESSNA 172P Eng Make/Model - LYCOMING 0-320-D2J ELT Installed/Activated - YES/YES Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No, of Seats -4 Rated Power 160 HP -Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefing - UNK/NR Last Departure Point ON AIRPORT - UNK/NR THOMASVILLE, GA Method Completeness - UNK/NR Airport Data Destination Basic Weather - VMC MARIETTA, GA ATLANTA/THL Runway Ident Wind Dir/Speed- 200/006 KTS - 27L Visibility - 15.0 SM Runway Lth/Wid - 9000/ 150 ATC/Airspace Runway Surface - CONCRETE Lowest Sky/Clouds -25000 FT Type of Flight Plan - VFR Runway Status Lowest Ceiling - 25000 FT BROKEN Type of Clearance - NONE - DRY - FULL STOP Obstructions to Vision- NONE Type Apch/Lndg NONE PRECAUTIONARY LANDING Precipitation Condition of Light - NIGHT(DARK) _____ --Personnel Information----Pilot-In-Command 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Age -Flight Time (Hours) Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - YES Total 372 Last 24 Hrs -4 40 Last 30 Days- UNK/NR SE LAND Months Since - 5 Make/Model-Aircraft Type - C-172 Instrument-12 Last 90 Davs-8 Instrument Rating(s) - NONE ----Narrative----THE PLT WAS HAVING TROUBLE WITH HIS RADIOS, ELECTRICAL SYSTEM, FUEL/ENG GAGES & AMMETER, SO HE TURNED OFF HIS ELECTRICAL EQUIPMENT & PREPARED TO MAKE AN EMERGENCY LANDING. BECAUSE HE WAS AFRAID OF FUEL EXHAUSTION, HIS SPACING BEHIND ANOTHER ACFT IN THE LANDING PATTERN WAS CLOSE & HE ENCOUNTERED WAKE TURBULENCE AS HE FLARED. THE RGT WING HIT THE

NO FURTHER DISCREPANCIES WERE NOTED.

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GROUND & THE ACFT SLID TO A STOP. AN EXAM REVEALED THAT THE BATTERY WAS DEAD, THERE WAS A FAULTY BATTERY CONTACTOR & THE STARTER WAS ENGAGED. DURING A TEST FLT AFTER REPAIRS, THE ALTERNATOR CONTROL UNIT MALFUNCTIONED. IT WAS CHANGED &

3/18/84 A/C Reg. No. N53655 File No. - 825 ATLANTA, GA Time (Lc1) - 1915 EST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ELECTRICAL SYSTEM - UNDETERMINED 2. ENGINE ACCESSORIES, ENGINE STARTER - ENGAGED 3. ELECTRICAL SYSTEM, ALTERNATOR - DISABLED 4. ELECTRICAL SYSTEM, BATTERY - OTHER 5. COMM/NAV EQUIPMENT - INOPERATIVE Occurrence #2 VORTEX TURBULENCE ENCOUNTERED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND 7. LIGHT CONDITION - DARK NIGHT 8. FLUID, FUEL - LOW LEVEL 9. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 10. VISUAL SEPARATION - INADEQUATE - PILOT IN COMMAND _____ IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 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) 1,10

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

Brief of Accident

File No 856 3/23/84 WOODSTO	CK, GA	A/C Reg. N	o. N4809S	т	ime (Lc1) -	1830 EST	
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Dam SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass	0 0	1 1	0 0	0 0
Aircraft Information Make/Model - PIPER PA-32-260 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400 No. of Seats - 6		J 1 -	CATING-CARBURE	S	Installed/A 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- CALM Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	SAME AS Destinatio LOCAL ATC/Airspac Type of F Type of C		E	ON AIR Airport D AIR AC Runway Runway Runway	ata RES Ident - Lth/Wid - Surface -	36 2200/ GRASS/TUR DRY	65 ?F
	ge - 44 Gennial Flight Current Months Sinc Aircraft Ty	Review - YES e - 1	cal Certifica Fligh Total - Make/Model- Instrument-	nt Time (H 1498 670	ours) Last 24 Last 30		1

Instrument Rating(s) - NONE

----Narrative----

SHORTLY AFTER BREAKING GROUND DURING THE TAKEOFF, THE ENGINE LOST POWER & THE ACFT CAME BACK DOWN TO THE RWY. THE ENGINE REGAINED POWER & THE PLT CONTINUED THE TAKEOFF. THE ENGINE AGAIN LOST POWER. SUBSEQUENTLY, THE ACFT IMPACTED ON AN UNEVEN, GRASSY, OPEN AREA ABOUT 900 FT NORTH OF THE AIRSTRIP. THE PLT RECEIVED A HEAD INJURY & WAS UNABLE TO REMEMBER DETAILS OF THE ACCIDENT. THE ACFT WAS NOT EQUIPPED WITH SHOULDER HARNESSES. AN INVESTIGATION REVEALED THAT THERE WAS WATER IN THE RIGHT TANK & THE FUEL SELECTOR WAS FOUND POSITIONED TO THE RIGHT TANK.

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File No 8	56 3/23/84 WOODSTOCK,GA	A/C Reg. No. N4809S	Time (Lc1) - 1830 EST
	LOSS OF POWER(PARTIAL) - NON-MEC TAKEOFF - INITIAL CLIMB	HANICAL	
Finding(s) 1. FLUID,FUEL - WA 2. AIRCRAFT PREF	TER LIGHT - INADEQUATE - PILOT IN COMM	IAND	
Occurrence #2 Phase of Operation			·····
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. TERRAIN CONDITI	ON - ROUGH/UNEVEN		
Probable Cause			
The National Transpo is/are finding(s) 1,		at the Probable Cause(s) of this acci	ident

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

Brief of Accident

	90 3/26/84 TIFTO	,	A/C Reg. No. N			ime (Lcl) -		
Basic Informatio Type Operating	n Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operat	ion -BUSINESS		Fire	Crew	0	0	1	0
Flight Conduct	ed Under -14 CFR 91 red During -TAXI		NONE	Pass	Ō	0	0	0
Aircraft Informa								
Make/Mode1			el - CONTINENTAL	TSI0-360-A		Installed/A		
J	- TRICYCLE-RETRACTABLE	Number Engine			S	tall Warnin	g System	- YES
Max Gross Wt No. of Seats		Engine Type Rated Power	- RECIP-FUEL - 210 HP	INJECTED				
NO. OF Seats	- 6	Rated Power	- 210 HP					
Environment/Oper	ations Information							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing	- FSS	Last Departur	e Point		ON AIR	PORT		
Method	- IN PERSON	SAME AS ACC.	/INC					
Completeness	- WEATHER NOT PERTINENT	Destination		Α	irport D	ata		
Basic Weather	- VMC	WEST PALM B	EACH,FL		TIFTON		-	
Wind Dir/Spe	ed- 010/004 KTS						UNK/NR	
	- 12.0 SM	ATC/Airspace					UNK/NR	
Lowest Sky/C		Type of Fligh					UNK/NR	
Lowest Ceili		Type of Clear			Runway	Status -	UNK/NR	
	to Vision- NONE	Type Apch/Lnd	g . ~ NONE					
Precipitatio								
Condition of	Light - DAWN							
Personnel Inform	ation							
Pilot-In-Commar	d	Age - UNK/NR	Medical	Certificate	- VALID	MEDICAL-NO	WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Flight	Time (H	lours)		
PRIVATE		Current -		1 - ŪNK			Hrs - UM	
ME LAND		Months Since -	UNK/NR Make	/Mode1- UNK	/NR	Last 30	Days- UN	
		Aircraft Type -	UNK/NR Inst	rument- UNK	/NR	Last 90	Days- UN	
			Mult	i-Eng - UNK	/NR	Rotorcr	aft - UN	IK/NR
	Rating(s) - AIRPLANE							

----Narrative----

THE ACFT REPORTEDLY WAS NOT TIED DOWN. THE PLT WAS HAND PROPPING THE AFT ENGINE WHILE THE FORWARD ENGINE WAS RUNNING. IN AN ATTEMPT TO BOARD THE ACFT THE PILOT WAS RUN OVER BY THE RIGHT MAIN GEAR. THE ACFT CONTINUED TO TRAVEL UNTIL IT COLLIDED WITH TREES.

Occurrence ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI Finding(s) 1. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND 2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND 3. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND	File No 890 3/26/84 TIFTON,GA	A/C Reg. No. N86520	Time (Lc1) - 0515 EST
1. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND 2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND 3. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND			
4. OBJECT - TREE(S)	 PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - OBJECT - TREE(S) 	PILOT IN COMMAND	

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

Brief of Accident

Type Operating Certificate-AGRICULTURAL AIRCRAFT Aircraft Damage Injuries Type of Operation -AERIAL APPLICATION Fire Crew 0 1 Oc Flight Conducted Under -14 CFR 137 NONE Pass 0	File No 898 5/05/84 JESUP,	GA A/C R	A/C Reg. No. N90856			Time (Lcl) - 1615 EDT			
Type of Operation -AERIAL APPLICATION Fire Crew 0 0 1 C Flight Conducted Under -14 CFR 137 NONE Pass 0 0 0 0 C Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-25-235 Eng Make/Model - LYCOMING 0-540-B2C5 ELT Installed/Activated - NO - Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2900 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Rated Power - 235 HP Environment/Operations Information Weather Data OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL WAYNE COUNTY Wisibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 3500 FT SCATTERED Type of Clearance - NONE Runway Lth/Wid - N/A Lowest Sky/Clouds - 3500 FT SCATTERED Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 300 Last 24 Hrs - UNK/NR Months Since - 8 Make/Model - 15 Last 30 Das- UNK/NR	Basic Information Type Operating Certificate-AGRICULTURAL								
Aircraft Information Make/Model - PIPER PA-25-235 Eng Make/Model - LYCOMING 0-540-B2C5 ELT Installed/Activated - N0 - Landing Gear - TAILWHELE-ALL FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2900 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Rated Power - 235 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Basic Weather - VMC LOCAL WAYNE COUNTY Wind Dir/Speed - 140/008 KTS Runway Lth/Wid - N/A Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Sky/Clouds - 3500 FT SCATTERED Type of Clearance - NONE Runway Surface - N/A Destination - NONE Type of Clearance - NONE Runway Status - N/A Desting of Clearance - NONE Runway Status - N/A Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 300 Last 24 Hrs - UNK/NR Monte Since - 8 Make/Model - 15 Last 30 Days UNK/NR	Flight Conducted Under -14 CFR 137	CATION Fire NONE	Crew Pass	0 0	0 0	1 0	0		
Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL WAYNE COUNTY Wind Dir/Speed- 140/008 KTS Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Hid - N/A Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan NONE Runway Surface - N/A Obstructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - FORCED LANDING - - Precipitation - NONE - DayLIGHT - - - - - Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - Current - YES	Make/Mode1 - PIPER PA-25-235 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900	Eng Make/Model - LY Number Engines - 1 Engine Type - RE	COMING 0-540-B2C5 CIPROCATING-CARBURE	ELT 1 St	Installed/A	ctivated			
Pilot-In-CommandAge -31Medical Certificate -VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent- YESTotal- 300Last 24 Hrs - UNK/NRNONEMonths Since -8Make/Model -15Last 30 Days- UNK/NR	Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/008 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 3500 FT SCATT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE	Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace TERED Type of Flight Plan Type of Clearance	- NONE	OFF AIF Airport Da WAYNE (Runway Runway Runway Runway	RPORT/STRIP ata COUNTY Ident - Lth/Wid - Surface -	N/A N/A N/A			
	Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YES Months Since - 8	Fligh Total - Make/Model-	t Time (Ho 300 15	ours) Last 24 Last 30	Hrs - UN Days- UN			
Instrument Rating(s) - NONE	Instrument Rating(s) - NONE								

THE ENGINE LOST POWER. THE ACFT COLLIDED WITH TREES DURING THE FORCED LANDING. NO MECHANICAL DISCREPENCIES OR MALFUNTIONS WERE FOUND AFTER THE ACCIDENT. THE CHEMICAL DISPENSING CONTROL AND THE THROTTLE QUADRANT ARE BOTH LOCATED ON THE LEFT SIDE OF THE COCKPIT. THE THROTTLE, MIXTURE AND DISPENSING CONTROLS ALL MOVE WITH A FORE AND AFT MOTION. THE PILOT STATED HE LOOKED DOWN AND VERIFIED THAT HE INDEED MOVED THE DISPENSING CONTROL AND NOT THE THROTTLE.

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File No 8	98 5/05/84 JESUP,GA	A/C Reg. No. N90856	Time (Lc1) - 1615 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER Maneuvering - Aerial Application		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT LANDING		
Finding(s) 2. TERRAIN CONDITI	ON - TREE(S)		

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

File No 857 6/06/84 AUG	GUSTA,GA A/	C Reg. No. N44372	т	ime (Lcl) -	- 1750 ED	г
Basic Information						
Type Operating Certificate-ON-DEMAND		raft Damage		Injur		
	SUB	STANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIO		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NON	E Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-28-140	Eng Make/Model -	LYCOMING D-320-E2A	ELT	Installed/#	Activated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin		
Max Gross Wt - 1950		RECIPROCATING-CARBUR			. 3 3 ,-,	+
No. of Seats - 4	Ş 71 -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEF		int	ON AIF			
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	12+2		
Basic Weather - VMC	LOCAL		•	. FIELD		
	LUCAL				40	
Wind Dir/Speed- 120/008 KTS					- 10	150
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid		150
	HIN OVC Type of Flight Pl			-	- ASPHALT	
Lowest Ceiling - UNK/NR	Type of Clearance		Runway	/ Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				• •
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 18	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flic	ht Time (F	lours)		
STUDENT	Current - N/A	-	10		4 Hrs -	2
	Months Since - N/A		2	Last 30		2
	Aircraft Type - N/A		õ	Last 90		2
Instrument Rating(s) - NONE						
-Narrative						
E STUDENT PILOT STATED THAT THE ACFT TOU						
FT & IT STRUCK A CHAIN LINK FENCE NEAR TH	HE END OF THE RWY. THE STUD	ENT HAD ONLY 2 HRS OF	TOTAL FLI	F TIME IN TH	HIS	
KE & MODEL OF ACFT.						

File No 8	57 6/06/84	AUGUSTA,GA	A/C Reg. No. N44	4372 T	Time (Lcl) - 1750 EDT
Occurrence #1 Phase of Operation					
3. IMPROPER DE 4. AIRSPEED - MISJU 5. DISTANCE - MISJU 6. GD-AROUND - NOT	CISION,LACK OF TO CISION,LACK OF RE JDGED – PILOT IN JDGED – PILOT IN PERFORMED – PILO	TAL EXPERIENCE IN TY CENT EXPERIENCE - PI COMMAND COMMAND		COMMAND	
Occurrence #2 Phase of Operation		SION WITH OBJECT			
Finding(s) 8. OBJECT - FENCE					
Probable Cause					
The National Transpo is/are finding(s) 4,		ard d etermines that	the Probable Cause(s) of t	this accident	· · · · · ·

Factor(s) relating to this accident is/are finding(s) 1,2,3,8

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Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft [SUBSTANT]		Fatal	Injurie Serious		None
Type of Operation -EXECUTIVE/COR Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	PORATE Fire NONE	Crew Pass	0 0	0	0 0	1 3
-Aircraft Information Make/Model - CESSNA 421C Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7500 No. of Seats - 6	Eng Make/Model - CONTJ Number Engines - 2 Engine Type - RECIF	NENTAL GTSIO-520 P-FUEL INJECTED	-L ELT I		ivated - Y	'ES/NO
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- VARIABLE/OO1 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT)	Itinerary Last Departure Point SAME AS ACC/INC Destination NORMAN,OK ATC/Airspace Type of Flight Plan - N Type of Clearance - N		Airport P ON AIRP Airport Da MCCOLLU Runway Runway Runway Runway	roximity ORT ta	7 4580/ 75 SPHALT	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND,SE SEA HELICOPTER	Age - 54 Ma Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - C-412C	edical Certificat Fligh Total -	e - VALID t Time (Ho 8830 2000 1120	MEDICAL-WAIV ours) Last 24 F	/ERS/LIMIT hrs - UNK/M ays- UNK/M ays- 4	NR -
Instrument Rating(s) - AIRPLANE -Narrative						
PLT REPORTED THAT DURING THE TAKEOFF ROLL, THE ACFT RAN OFF THE END OF THE RWY.	AT ABOUT 80 KTS, THE RIGHT E		UPEN. HE	ABURIED THE	IAKEUFF	

File M	lo 901	7/08/84	KENNESAW, GA	A/C Reg. No. N88639	Time (Lc1) - 2200 EDT
Occurrence Phase of Oper	OVERF ation TAKEC	RUN DFF - GROUND	RUN		
2. DOOR,CAR 3. AIRCR	FT PREFLIGHT -	INADEQUATE	- PILOT IN COMMAND DT IN COMMAND		

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) 1,2

Brief of Accident

File No 972 7/28/84 NAHUNTA,	GA A/C Reg. M	A/C Reg. No. N2426P Time ((Lc1) - 1950 EDT		
-Basic Information Type Operating Certificate-NONE (GENERAL A	VIATION) Aircraft Dan SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None	
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew Pass	0	0	0	2 0	
-Aircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Model - LYCOMIN Number Engines - 1 Engine Type - RECIPRC Rated Power - 112	CATING-CARBURE	St	● installed/A all Warnin			
	Itinerary Last Departure Point SAME AS ACC/INC Destination JEKYLL ISLAND,GA ATC/Airspace Type of Flight Plan - VFF Type of Clearance - NON Type Apch/Lndg - STC	e IE	Runway Runway	PORT ita iY Ident - Lth/Wid - Surface -		50	
Certificate(s)/Rating(s) Bi COMMERCIAL,CFI SE LAND	ennial Flight Review Current - YES	Total - Make/Model-	t Time (Hc 567 47	ours) Last 24 Last 30		1 IK/NR	

Instrument Rating(s) - AIRPLANE

----Narrative----

AFTER THE STUDENT MADE A FULL STOP LANDING ON A 3000 FT RWY, HE STARTED TO TURN AROUND & BACK TAXI TO THE APCH END TO TAKEOFF; HOWEVER, THE INSTRUCTOR (CFI) TOLD HIM TO MAKE A SHORT FIELD TAKEOFF FROM WHERE HE HAD STOPPED. A TAKEOFF WAS INITIATED WITH ABOUT 1400 FT REMAINING. AT ABOUT 100 FROM THE END OF THE RWY, ROTATION WAS INITIATED. AS THE ACFT WAS ROTATED, THE STALL WARNING HORN SOUNDED. SHORTLY THEREAFTER, BRUSH WAS HEARD SCRAPING ON THE BOTTOM OF THE ACFT. THE CFI TOOK CONTROL & TRIED TO RECOVER FROM THE STALL, BUT THE ACFT AGAIN IMPACTED THE BRUSH & SUBSEGENTLY CAME TO REST ABOUT 300 YARDS PAST THE END OF THE RWY.

File No 9	72 7/28/84	NAHUNTA, GA	A/C Reg. No	. N2426P	Time (Lcl) - 1950 EDT
Occurrence #1 Phase of Operation					
	JNWAY - NOT USED - - NOT OBTAINED - ATURE -				
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS Takeoff	ION WITH TERRAIN			
Finding(s) 6. TERRAIN CONDITIO	DN - HIGH VEGETATI	DN			

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

Brief of Accident

Type Operati				VIATION)	Aircraft DESTROYE		-	Fatal	Injur Serious	Minor	None
Type of Open Flight Condu Accident Occ	cted Under	g -DESCE	R 91 NT		Fire NONE		Crew Pass	1 1	0	0	0 0 ·
-Aircraft Infor Make/Model Landing Gear Max Gross Wt No. of Seats	mation - PIPER P - TRICYCL - 2450	A-28-180			'Model - LYCO ngines - 1 /pe - RECI	MING 0-360 PROCATING-0	-434	ELT I St	installed/A all Warnir	Activated	
-Environment/Op Weather Data W× Briefing Method Completene Basic Weathe	- FSS - ACFT ss - PARTI	RADIO		Itinerary Last Depar MADISON Destination KANSAS (ר <u>ר</u>			Airport F OFF AIR Airport Da	RPORT/STRIF)	
Wind Dir/S Visibility Lowest Sky Lowest Cei Obstructic Precipitat	peed-200/0 - 10. /Clouds - ling ns to Visio	O SM - OVERCA n- NONE - RAIN		ATC/Airspace Type of F Type of C Type Apch,	e light Plan - learance - 'Lndg -	NONE NONE		Runway Runway Runway	Lth/Wid - Surface - Status -	- N/A - N/A	
-Personnel Info Pilot-In-Comm			Ac	e - 53		edical Cer					
Certificate PRIVATE SE LAND	(s)/Rating(5)		ennial Flight Current		Total	Fligh -	nt Time (Ho 637	burs) Last 24 Last 3(4 Hrs - U D Days- U D Days- U	NK/NR NK/NR
Instrume	nt Rating(s) - NONE	्र हें. 		243 (c.g. c. c. c						
-Narrative ABOUT 1015 CDT, ORTED AT KANSAS SIBILITIES ACROS OUT 1051 CDT, GF 3. THEY THEN OBS ID THE ACFT CONT EXAM OF THE WRE OM THE MAIN WREC	CITY, BUT S HIS ROUTE OUND WITNES ERVED THE A INUED TO SP CKAGE REVEA	THE PLT W OF FLT SES HEARD CFT SPIN IN OR ROL LED THAT	AS INFORME THE PLT AC A SNAP OR OR ROLL OL L UNTIL IM BOTH OUTER	ED A FSS & REG D OF AN AIRME KNOWLEDGED THI BOOM NOISE W T OF THE OVER PACTING THE G WING PANELS I	QUESTED THE K T, WHICH PROV E REPORT & CC HICH WAS FOLL CAST SKY AT A ROUND. THE WI HAD SEPARATED	ANSAS CITY IDE A CAUT NTINUED HI OWED BY A N ESTIMATE TNESSES AL IN FLT. T	WX. VM ION OF S FLT T HIGH PI D 1500 SO REPO HEY WER	IC CONDITIO LOW CEILIN OWARD KANS TCH SOUND TO 2000 F1 DRTED LIGHT RE LOCATED	DNS WERE NGS & REDU(SAS CITY. A OF THE ACI T AGL. THE T RAIN WAS 3116 & 23	CE AT FT'S Y FALLING. 76 FT	

5 HRS OF SIMULATED INSTRUMENT TIME. THERE WAS NO EVIDENCE OF A PREFLT WX BRIEFING.

File No. - 826 5/04/84 SHELDON, IA A/C Reg. No. N3761R Time (Lcl) - 1051 CDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. HAZARDOUS WEATHER ADVISORY - ISSUED - ATC PERSONNEL(FSS) 3. WEATHER CONDITION - CLOUDS 4. WEATHER CONDITION - LOW CEILING 5. WEATHER CONDITION - RAIN 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND 7. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE Finding(s) 8. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT.SPATIAL DISORIENTATION - PILOT IN COMMAND Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation DESCENT - UNCONTROLLED Finding(s) 10. WING - OVERLOAD 11. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND 12. WING - SEPARATION 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) 6.7.8.9.11

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

Brief of Accident

.

File No 812 6/1	0/84 WATERLOO,IA	A/C	Reg. No. N56141		-	Time (Lc1)	- 1030	CDT
Basic Information Type Operating Certificate	-NONE (GENERAL AVIAT		Ift Damage	F	atal	Inju Serious	uries Mino	or None
Accident Occurred During		Fire NONE		Crew Pass	0 0	0 0	0	
Aircraft Information Make/Model - CESSNA 172 Landing Gear - TRICYCLE-F Max Gross Wt - 2300 No. of Seats - 4	!E	Eng Make/Model - C Number Engines - Engine Type - F Rated Power -			9	Installed, Stall Warn		
nvironment/Operations Infor Veather Data		inerary			nnont	Proximitv		
Wx Briefing - FSS Method - TELEPHON		Last Departure Poir PERRY,IA	nt		ON AI	,		
Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 280/016 Visibility - 15.0 Lowest Sky/Clouds -	KTS SM AT 2800 FT SCATTERED NONE NONE NONE	SAME AS ACC/INC			Runway Runway Runway	Data LOO MUNI y Ident y Lth/Wid y Surface y Status		
Personnel Information								
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>		24 al Flight Review		Flight T	ime (I	Hours)		
PRIVATE SE LAND	Mc	rrent - YES onths Since - 11 rcraft Type - C-172	Make/Mode	⊇1-	9 7 2	Last :		UNK/NR UNK/NR 3
Instrument Rating(s)	- NONE							
Narrative E WAS HEAVY TRAFFIC AT THE A PRIMARY RWY (24), THE PLT EL WING DRAGGED ON THE RWY. TH	ECTED TO LAND ON RWY	18. DURING THE LAN	IDING, A GUST OF	= WIND LI	FTED	THE RIGHT N		
						n in the second s		
		PAGE 150						

File No 812 6/10/84 WATERLOO,IA	A/C Reg. No. N5614T	Time (Lcl) - 1030 CDT
Occurrence DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING - ROLL		
Finding(s)		
1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND		
2. IMPROPER DECISION.OVER CONFIDENCE IN PERSONAL ABILI	TY - PILOT IN COMMAND	
3. WEATHER CONDITION - CROSSWIND		
4. WEATHER CONDITION - GUSTS		
5. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT	IN COMMAND	
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT E	XPERIENCE - PILOT IN COMMAND	
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF TOTAL EX	PERIENCE IN TYPE OF AIRCRAFT - PI	LOT IN COMMAND

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

Basic Information									
Type Operating		e-NONE (GENERA	L AVIATION)	Aircraft I SUBSTANT		Fatal	Injur Serious		None
Type of Operati	on	-PERSONAL		Fire				0	0
Flight Conducte Accident Occurr	ed Under ed During	-14 CFR 103 -DESCENT		NONE	Pass	Ŭ	1 0	Ō	Ō
Aircraft Informat									
Make/Model -	UFM EASY	RISER	Eng Make/M	lode1 - YAMAI	HA 100	ELT	Installed/A	ctivated	- NO -N/
Landing Gear -		FIXED	Number Eng	gines – 1		S	tall Warnir	ng System	- NO
Max Gross Wt -	UNK/NR				PROCATING-CARBUR	ETOR			
No. of Seats	1		Rated Powe	er -	15 HP				
Environment/Opera	tions Info	rmation							
Weather Data			Itinerary			Airport	Proximity		
Wx Briefing Method	- NO RECO - N/A	RD OF BRIEFING	Last Depart SAME AS A			OFFAI	RPORT/STRIP)	
Completeness	- N/A		Destination	•		Airport D	ata		
Basic Weather	- VMC		LOCAL			•			
Wind Dir/Spee	d- 090/010	KTS				Runway	Ident -	N/A	
Visibility	- 10.0	SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Cl				ight Plan - I			Surface -		
Lowest Ceilir			Type of Cle		NONE	Runway	Status -	N/A	
Obstructions			Type Apch/L	.ndg -					
Precipitation									
Condition of	Light -	DAYLIGHT		·					
Personnel Informa	ation								
Pilot-In-Command			Age - 32		edical Certifica				
Certificate(s)	/Rating(s)		Biennial Flight F Current	?eview	Flig	ht Time (H	ours)		
NONE				- N/A	Total -	100	Last 24	Hrs -	1
			Months Since	- N/A	Make/Model- Instrument-	100	Last 30) Days- UN	
			Aircraft Type	e - N/A	Instrument-	0	Last 90) Days- UN	IK/NR
Instrument	Rating(s)	- NONE							,
Narrative ULTRALIGHT WAS MA RE GROUND IMPACT.		AT LOW ALT WH	EN IT STALLED AND	SPUN INTO T	HE GROUND. THE P	LT WAS UNA	BLE TO RECO	IVER	
RE GROUND IMPACT.									

File No 8	67 7/07/84	DES MOINES,IA	A/C Reg.	No. NONE	Time (Lc1) - 1030 CDT
Occurrence #1 Phase of Operation		- IN FLIGHT			
	EQUATE - PILOT IN ADVERTENT - PILOT	OMMAND COMMAND IN COMMAND			a finiti da seconda de
Occurrence #2	IN FLIGHT COLLIS	ION WITH TERRAIN			
Probable Cause					
The National Transpo is/are finding(s) 2,		nd determines that the	Probable Cause	e(s) of this	accident

,

-Basic Information	n												
Type Operating	Certificat	te-NONE ((GENERAL	AVIATION)	Aircraft					Inju			
					SUBSTAN	TIAL		Fatal	Sei	rious		-	
Type of Operat					Fire		Crew	-		0	-		1
Flight Conducte					NONE		Pass	0		0	0	:	2
Accident Occur	red During												
Aircraft Informa	tion												
Make/Model				Eng Make/M	iode1 - LYC	MING 0-360	-A1F6D	EL	T Insta	alled//	Activate	d - YES	/YES
Landing Gear	- TRICYCLE-	-FIXED		Number Eng	ines - 1				Stall	Warniı	ng Syste	m - YES	
Max Gross Wt				Engine Typ	e - REC	PROCATING-	CARBUR	TOR					
No. of Seats					r -	180 HP							
Environment/Operation	ations Info	ormation											
Weather Data	2010010 11110			Itinerary				Airpor	t Prox	imitv			
Wx Briefing	- NO RECO	IRD OF B	RIFFING	Last Depart	ure Point			•	IRPORT				
U	- N/A			KNOXVILLE									
Completeness				Destination	, 14			Airport	Data				
Basic Weather	•			HARLAN, IA					SON CO				
Wind Dir/Spe				HARCAN, IA					ay Ide				
Visibility				ATC/Airspace							- 3000/	50	
Lowest Sky/C			c T	Type of Fli	abt Dlan -	NONE					- ASPHAL		
				ST Type of Cle					av Sta			•	
Obstructions			I UVERCA	Type Apch/L	nda -				ay sta	cu s	DRI		
Precipitatio				Type Apen/L	nug	FRECAUTION	ART LA	ad I NG					
Condition of			цт										
Personnel Inform												C / 1 111T	
Pilot-In-Comman		、 ·		ge - 36		Medical Cer					J WAIVER	S/LIMII	
Certificate(s)/Rating(s)	,	В	iennial Flight R	leview		FIIG	nt Time	(Hours	,			
PRIVATE				Current	- YES	Total		.86		ast 2	4 Hrs -	1	
SE LAND				Current Months Since Aircraft Type	- UNK/NR	Make/Mo	del-	8		ast 3	Days-	UNK/NR	
				Aircraft Type	e - UNK/NR	Instrum	ent-	1		_ast 90) Days-	60	
		NONE											
Instrument													

File No 944	8/07/84 WINTERSET,IA	A/C Reg. No. N35140	Time (Lc1) - 1900 CDŤ	
Occurrence HARD Phase of Operation LAND				
2. FLIGHT TO ALTERNATE 3. FLARE - IMPROPER - PII	DESTINATION - PERFORMED - PILOT LOT IN COMMAND	IN COMMAND Arity with geographic area - pilo		
Probable Cause The National Transportation is/are finding(s) 3	n Safety Board determines that t	he Probable Cause(s) of this acci	ident	

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

File No 807 3/15/84 HUMPH	IREY,ID A/C Reg.	No. N29033	Time (Lc1) - 1530 MST				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft D DESTROYED	Injuries Fatal Serious Minor None					
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	Fire NONE	Crew Pass	0 1	0 0	1 0		0 0
Aircraft Information Make/Model - PIPER PA-28RT-201T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2900 No. of Seats - 4	3 ,1	NENTAL TSID-360 -FUEL INJECTED O HP		Installed/A tall Warnir			
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Departure Point DILL.MT			Proximity RPORT/STRIF	,		
Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 26O/015 KTS Visibility - UNK/NR Lowest Sky/Clouds - Lowest Ceiling - OVERCAST Obstructions to Vision- BLOWING SNOW Precipitation - SNOW Condition of Light - DAYLIGHT	Destination Destination IDAHO FALLS,ID ATC/Airspace Type of Flight Plan - N Type of Clearance - N Type Apch/Lndg - N	ONE	Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A				
Personnel Information Pilot-In-Command		dical Certifica) WAIVE	RS/LIM	1IT
Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Biennial Flight Review Current - YES Months Since - 20 Aircraft Type - PA-28RT	Total - Make/Model-	nt Time (H 885 516 49 11	ours) Last 24 Last 30 Last 90) Days-	UNK/N	2 JR 26
Instrument Rating(s) - AIRPLANE		-					
Narrative E ON A X-COUNTRY FLT, THE ACFT ENTERED AN RSE DIRECTION. DURING THE TURN, HE ENCOUN SNOW COVERED ROLLING TERRAIN. THE ACFT TRA ON ITS RIGHT SIDE.	TERED REDUCED VISIBILITY & THE	ACFT COLLIDED	VITH THE T	OP OF A KNO)լլ		

File No. - 807 3/15/84 HUMPHREY, ID A/C Reg. No. N29033 Time (Lc1) - 1530 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY 3. TERRAIN CONDITION - SNOW COVERED 4. WEATHER CONDITION - HIGH WIND 5. WEATHER CONDITION - SNOW 6. WEATHER CONDITION - WHITEOUT 7. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND 8.- IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 9. TERRAIN CONDITION - RISING 10. PROPER ALTITUDE - 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) 1,7,10 Factor(s) relating to this accident is/are finding(s) 2,3,4,5,8,9

		-AGRICULTURAL		SUE	raft Dam STANTIAL	-		Serious		
Type of Operat Flight Conduct Accident Occur	ed Under	-14 CFR 137 -LANDING		Fire NOM	IE	Cre Pas	s O	0 0	0	0
-Aircraft Informa		· · ·								
	- BELL 47D-1			Make/Model ·						
Landing Gear Max Gross Wt				ber Engines – ine Type				Stall Warr	ning syste	em - UNK/NR
No. of Seats					225					
-Environment/Oper	ations Infor	mation								
Weather Data			Itiner					t Proximity		
Wx Briefing Method	- NO RECOR - N/A	ND OF BRIEFING		Departure Po ME AS ACC/INC			OFF	AIRPORT/STR	RIP	
Completeness Basic Weather				nation ICAL			Airport	Data		
Wind Dir/Spe	ed- CALM						Runwa	ay Ident	- N/A	
Visibility				rspace			Runwa	ay Lth/Wid	- N/A	
Lowest Sky/C				of Flight P				ay Surface		
		15000 FT OVER					Runwa	ay Status	- N/A	
Obstructions			lype	Apch/Lndg	- FOR	CED LANDING				
Precipitatic Condition of	Light -	DAYLIGHT								
 Personnel Inform	ation									
Pilot-In-Commar				27 .		cal Certific	ate - VAL	ID MEDICAL-	WAIVERS/L	IMIT
Certificate(s			Biennial F	light Review			ght Time			
COMMERCIAL			Currer	it - YES	5	Total -	1751	Last	24 Hrs -	UNK/NR
	LAND, SE SEA	N Contraction of the second seco	Months	Since - 12 ft Type - UN	. /	Make/Model-	313	Last	30 Days-	
HELICOPTER			Aircra	ift lype - UN	K/NR	Instrument- Multi-Eng -	125	Last	90 Days- craft -	
						Muiti-Eng -	50	ROTO	rcraft -	313
	Detime (m)	- AIRPLANE								
					·					
	Rating(s)									AD
 Narrative							DTED THAT	DUDING INT		
-Narrative HELICOPTER ROLLE	D OVER AFTER	R A HARD LAND								-
 -Narrative HELICOPTER ROLLE ABOUT 300 FT AGL	D OVER AFTER	R A HARD LAND	T 500 RPM. H	IE TRIED TO RI	GAIN ROT	OR RPM UNTIL	ABOUT 10	O FT AGL AN		
-Narrative HELICOPTER ROLLE	D OVER AFTER THE ROTOR DE	R A HARD LAND	T 500 RPM. H	IE TRIED TO RI	GAIN ROT	OR RPM UNTIL	ABOUT 10	O FT AGL AN		
-Narrative HELICOPTER ROLLE ABOUT 300 FT AGL ED AN AUTOROTATIC	D OVER AFTER THE ROTOR DE	R A HARD LAND	T 500 RPM. H	IE TRIED TO RI	GAIN ROT	OR RPM UNTIL	ABOUT 10	O FT AGL AN		-

Brief of Accident (Continued) File No. - 833 5/05/84 RIDGE FARM, IL A/C Reg. No. N13012 Time (Lc1) - 2002 CDT Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 2. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 OTHER GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. LANDING GEAR, SKID ASSEMBLY - OVERLOAD 4. FLARE - NOT POSSIBLE - PILOT IN COMMAND ROLL OVER Occurrence #4 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

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Da	amage		Ini	uries			
Type operating certificate None (GENE	KAL AVIATION)	NONE	amage	Fatal	Serious		n None		
Type of Operation -PERSONAL		Fire	Crew		1	0	0		
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0		
Accident Occurred During -LANDING									
Aircraft Information									
Make/Model - ADAMS A55S		Model - N/A				• • • • •	ed - NO -N/.		
Landing Gear - N/A		gines - N/A		St	all Warn	ing Syste	em - UNK/NR		
Max Gross Wt - 900		pe - N/A							
No. of Seats - UNK/NR	Rated Pow	er - N/A 							
Environment/Operations Information									
Weather Data	Itinerary			Airport Proximity					
Wx Briefing - FSS		Last Departure Point			OFF AIRPORT/STRIP				
Method - TELEPHONE		FOX RIVER GROVE, IL			Adaptat Data				
Completeness - UNK/NR Basic Weather - VMC		Destination LOCAL			Airport Data				
Wind Dir/Speed- 210/009 KTS	LUCAL			Burnway	Ident	- N/A			
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid				
Lowest Sky/Clouds - CLEAR		ight Plan - N	ONF		Surface				
Lowest Ceiling - NONE		earance - N			Status	- N/A			
Obstructions to Vision- NONE		Lndg - Fl		,					
Precipitation - NONE		-							
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - 38		dical Certifica						
Certificate(s)/Rating(s)	Biennial Flight		U	ht Time (Ho					
PRIVATE	Current	- YES	Total -			24 Hrs -			
NONE	Months Since	- 11 e - UNK/NR	Make/Model-			30 Days-			
FREE BALLOON	Aircraft Typ	e – UNK/NR	Instrument-	0	Last	90 Days-	4		
Instrument Rating(s) - NONE									
-Narrative PLT STATED THAT AS THE BALLOON TOUCHED									

File No	931	5/31/84	GRAYSLAKE,IL	A/C Reg. No. N1062G	Time (Lc1) - 1945 CDT

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

Finding(s)

1. MISCELLANEOUS - INADEQUATE - PILOT IN COMMAND

1.1

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----Probable Cause----

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

asic Information Type Operating Certificate-NONE (GEN	FRAL AVIATION)	Aircraft Dama	ae		Injur	ies	
		SUBSTANTIAL	ge	Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
ircraft Information							
Make/Model - PIPER PA-28-140	Eng Make/	Model - LYCOMING	0-320-E2A		Installed/A		
Landing Gear - TRICYCLE-FIXED		gines – 1			tall Warnir	ig System	- YES
Max Gross Wt - 2150		pe - RECIPROC		FOR			
No. of Seats - 4	Rated Pow	er - 150 H	IP				
nvironment/Operations Information							
eather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR	Last Depar	ture Point		ON AIR	PORT		
Method - UNK/NR Completeness - UNK/NR	GARY, IN			linnent D			
Basic Weather - VMC	Destination SAME AS		,	Airport D	ατα IG MUNICI.		
Wind Dir/Speed- 360/010 KTS	SAME AS	ACC/INC				09	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -	-	75
Lowest Sky/Clouds - 7000 FT S					Surface -		
Lowest Ceiling - 10000 FT 0					Status -		
Obstructions to Vision- NONE	Type Apch/	Lndg - TRAF	FIC PATTERN				
Precipitation - NONE		FULL	STOP				
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 58		al Certificate			IVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight	Review		t Time (H			
PRIVATE		- UNK/NR T	otal -	162	Last 24	Hrs -	
SE LAND	Months Since	- UNK/NR M	lake/Model- nstrument- UNI	162	Last 30	Days- UN	
	Aircraft Typ		nstrument- UNN Wilti-Eng - UNN) Days- UN aft - UN	
Instrument Rating(s) - NONE	· · · · · · · · · · · · · · · · · · ·						
arrative							
432 FT RWY HAD A 224 FT DISPLACED THR	ESHOLD DUE TO TREES	NEAR THE APCH EN	D. THE PLT ST	ATED THAT	WHEN HE		
D, THE ACFT TOUCHED DOWN "SOMEWHAT DO							
NG HAD LITTLE EFFECT BECAUSE THE FLAP						THE	
WAS TOO FAR DOWN THE RWY TO SAFELY GO							
'S HANDBOOK STATES THERE WILL BE LESS RAKES	CHANCE OF SKIDDING	THE TIRES IF THE	FLAPS ARE RE	TRACTED E	EFORE APPLY	ING	

File No 9	6/03/84	LANSING,IL	A/C Reg. No. N	7443R	Time (Lcl) - 1400 Cl	DT
Occurrence #1 Phase of Operation						
2. AIRPORT FACILIT 3. DISTANCE - MISU 4. AIRSPEED - MISU	ON - HIGH OBSTRUCT IES,RUNWAY/LANDING UDGED - PILOT IN C UDGED - PILOT IN C PERFORMED - PILOT	AREA CONDITION - DISP OMMAND OMMAND	PLACED THRESHOLD			
Occurrence #2 Phase of Operation	-	ION WITH TERRAIN	9997) 19 ^{93 -} 1993 - Angeland Angeland			
Finding(s) 6. TERRAIN CONDITI	ON - DITCH					
Probable Cause						
The National Transpo is/are finding(s) 3,		rd determines that the	Probable Cause(s) of	this accident		

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

File No 83	36 6	/19/84	WHEELING,I	L A,	'C Reg. No.	N4608V	T	ime (Lc1)	- 1755 CDT	
-Basic Information										
Type Operating	Certifica	te-NONE	(GENERAL AVI		craft Damage	9		2	uries	
				SUE	BSTANTIAL		Fatal	Serious	Minor	None
Type of Operat		-BUSIN		Fire		Crew	0	0	0	1
Flight Conducte				NOI	١E	Pass	0	0	0	1
Accident Occurr										
-Aircraft Informat				·						
Make/Model ·	- CESSNA 1	72RG		Eng Make/Model	- LYCOMING C	D-360-F1A6	ELT	Installed	/Activated	- YES/N
Landing Gear	- TRICYCLE	-RETRACT	ABLE	Number Engines	- 1		5	Stall Warn	ing System	- YES
Max Gross Wt	2650			Engine Type	- RECIPROCA1	TING-CARBURE			0 /	
No. of Seats	- 4			Rated Power	- 180 HP					
Environment/Opera	ations Inf	ormation								
Weather Data		0. 110		Itinerary			Airport	Proximity		
Wx Briefing	- FSS			Last Departure Po	t		ON AIF			
Method				•	JINT		UN AIF	PURI		
Completeness	- TELEPH	UNE		KENOSHA, WI			Adamont P	No to		
•				Destination	_		Airport E			
Basic Weather		0 KTC		SAME AS ACC/IN			PALWAU			
Wind Dir/Spee								/ Ident	- UNK/NR	
Visibility				ATC/Airspace					- 3652/	50
				Type of Flight P					- ASPHALT	
Lowest Ceilin	0		FT BROKEN	Type of Clearance			Runway	/ Status	- DRY	
Obstructions				Type Apch/Lndg	- STRAIG	GHT-IN				
Precipitation		~ NONE								
Condition of	Light	- DAYLIG	SHT							
-Personnel Informa	ation			· · · · · · · · · · · · · · · · · · ·						
Pilot-In-Command	d		Age	- 30	Medica	1 Certificat	te - VALID	MEDICAL-	NO WAIVERS/	LIMIT
Certificate(s)/Rating(s	;)	Bien	nial Flight Review			nt Time (H		-,	
PRIVATE	,,			Current - YE		tal -	785		24 Hrs -	1
SE LAND				Months Since - 1			13		30 Days- UN	
				Aircraft Type - C-		strument-	48		90 Days-	45
									-	
Instrument	Rating(s)	- NONE	<u>.</u>							
-Narrative										
ACFT WAS OBSERVE	D BY WITNE	SSES TO	SLOW AND APP	EAR TO STALL AND F	ALL TO THE P	RWY AS A BUR	RST OF POW	VER WAS HE	ARD. THE	
T WENT OFF THE RW	Y AND COLL	IDED WIT	TH A PARKED C	-310. THE PLT SAID	A GUST OF V	WIND BALLOOM	NED THE AC	CFT AND HE	ATTEMPTED	
				RPM. POST ACCIDENT						
				PAGE 164						

File No 83	36 6/19/84 WHEELING,IL	A/C Reg. No. N4608V	Time (Lc1) - 1755 CDT
	LOSS OF CONTROL - IN FLIGHT LANDING - FLARE/TOUCHDOWN		
	DN - GUSTS F MAINTAINED - PILOT IN COMMAND F CORRECTED - PILOT IN COMMAND		n an an an Arna an Anna an Anna Anna an Anna an
ccurrence #2 hase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
5. RECOVERY FROM B	R - PILOT IN COMMAND DUNCED LANDING - IMPROPER - PILOT IN		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
8. GROUND LOOP/SWE	T PARKED ONTROL - NOT MAINTAINED - PILOT IN CO RVE - NOT CORRECTED - PILOT IN COMMAN	D	
Probable Cause			
The National Transpo is/are finding(s) 2,	rtation Safety Board determines that 3,4,5,7,8	the Probable Cause(s) of this accide	ent
	•		

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

-Basic Information								_		
Type Operating	Certificat	e-NONE (GEN	ERAL AVIATION)		sTANTIAL		Fatal		juries 6 Minor	None
Type of Operati	on	-PERSONAL		Fire		Crew	0	0		1
Flight Conducte				NON		Pass	ŏ	õ	ő	, o
Accident Occurr							-	-	_	-
-Aircraft Informat	ion									
Make/Model -			Eng Ma	ke/Model -	LYCOMING O	-320-E2D	EL ⁻	[Installed	d/Activated	- YES/YES
Landing Gear -	TRICYCLE-	FIXED	Number	Engines -	1			Stall Warı	ing System	- YES
Max Gross Wt -	2300		Engine	Туре -	RECIPROCAT	ING-CARBURE	TOR			
No. of Seats -	4		Rated	Power -	150 HP					
-Environment/Opera	tions Info	ormation								
Weather Data			Itinerary					t Proximit	1.	
Wx Briefing		RD OF BRIEF		parture Po			ON A	IRPORT		
Method	- N/A			AS ACC/INC	;			-		
Completeness			Destinat				Airport			
Basic Weather			SAME	AS ACC/INC			AL B			
Wind Dir/Spee								ay Ident		
Visibility			ATC/Airsp	ace					- 1000/	
Lowest Sky/CI	ouds -	3000 FT S	CATTERED Type of ROKEN Type of	Flight Pl	an - NUNE				- GRASS/T	URF
Obstructions				ch/Lndg			Runwa	ay Status	- DRT	
Precipitation			туре ар	ch/ Lhug	- NUNE					
Condition of										
		DATEIGHT								
-Personnel Informa										
Pilot-In-Command			Age - 24			Certificat			-WAIVERS/LI	MIT
Certificate(s)			Biennial Flig			Fligh	t Time	(Hours)		
STUDENT	-			- N/A	tota	al -	64	Last	24 Hrs - L	
	1. A.			nce - N/A	Make	e/Model- trument-	64	Last	30 Days- L	
			Aircraft	Type - N/A	ins [.]	trument-	3	Last	90 Days-	14
Instrument	Rating(s)	- NONE								
 Narrative										
STUDENT PILOT STA	TED THAT T	HE NOSE WHE	EL COCKED IN SAND	WHTLE TAX	TNG AND THE	ACET NOSED	OVER			
							012101			

	Brief of Accident (Continued)								
File No 874	6/22/84	KILBOURNE,IL	A/C Reg. No. N734FP	Time (Lc1) - 1145 CDT					
Occurrence #1 LOSS Phase of Operation TAXI									
Finding(s) 1. DIRECTIONAL CONTROL -	NOT MAINTAIN	NED - PILOT IN COMMAND)						
Occurrence #2 NOSE Phase of Operation TAXI		-							
Finding(s) 2. TERRAIN CONDITION - LO 3. TERRAIN CONDITION - SO									
Probable Cause									
The National Transportation is/are finding(s) 1	n Safety Boa	nd determines that the	Probable Cause(s) of this accid	ent					

Factor(s) relating to this accident is/are finding(s) 2.3

-Basic Information Type Operating Certificate-NONE (0	GENERAL AVIATION)	Aircraft Da	amage		Injur	ies	
		SUBSTANTIA	\L _	Fatal	Serious	Minor	None
Type of Operation -PERSON		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	2
Accident Occurred During -LANDIN	G 						
-Aircraft Information						•	
Make/Model - BARNES AX-7	Eng Make/M	lode1 - N/A		ELT	Installed/A	ctivated	- NO -N/A
Landing Gear - UNK/NR		ines - N/A		s	tall Warnin	g System	- NO
Max Gross Wt - 900	Engine Typ						
No. of Seats - UNK/NR	Rated Powe	r - N/A					
-Environment/Operations Information-							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depart	ure Point		OFF AI	RPORT/STRIP		
Method - TELEPHONE	GENEVA, IL						
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 350/015 KTS						N/A	
Visibility - 7.0 SM	ATC/Airspace				/Lth/Wid -	•	
Lowest Sky/Clouds - 2500 F		ght Plan - NC			Surface -		
Lowest Ceiling - 2500 F		arance - NC		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/L	.ndg - Fl	JLL STOP				
Precipitation - NONE							
Condition of Light - DUSK						·	
-Personnel Information							
Pilot-In-Command	Age - 43		dical Certificat			WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Biennial Flight R		Fligh	t Time (H	lours)		
PRIVATE, COMMERCIAL	Current		Total - UN	K/NR	Last 24	Hrs - UN	
SE LAND, ME LAND	Months Since		Make/Mode1- Instrument- UN	94	Last 30	Days- UN	
FREE BALLOON	Aircraft Type	e - UNK/NR				Days- UN	
			Multi-Eng - UN	K/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - AIRPL		· · ·					
-Narrative PLT RECEIVED A WX BRIEFING BEFORE T						C	
ING FLT, THE WINDS SUDDENLY PICKED U							
LIDED WITH TREES BEFORE THE DESCENT							
DEG AT 15 KTS GUSTING 25 KTS.	THE COULD BE CORRECTED.	111L 2000 3Pt	LOIAL UDSERVATIU	N REFORTE	U WINDS FRU		
DEG AT TO KIS GUSTING ZO KIS.							
	the second se						

File No 905 6/23/84 BATAVIA,IL	A/C Reg. No. N4O48F	Time (Lc1) - 2005 CDT
Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE		
Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. LIGHT CONDITION - DUSK 3. WEATHER CONDITION - UNFAVORABLE WIND 4. WEATHER CONDITION - HIGH WIND 5. WEATHER CONDITION - GUSTS		ан 1949 - В 1949 - В 1947 - В
Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING		
Finding(s) 6. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND 7. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 8. OBJECT - TREE(S)		

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

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

	AKEE,IL	A/C Reg	No. N40712	N40712 Time (Lc1) - 1400 CDT			DT
Basic Information Type Operating Certificate-NONE (GENER/	AL AVIATION)	Aircraft [SUBSTANT]		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew		0	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	1
vircraft Information							
Make/Model ~ PIPER PA-32-260	Eng Make/M	lodel - LYCO	ING 0-540-E4B5	FIT	installed/A	ctivate	d - YES/NO
Landing Gear - TRICYCLE-FIXED	Number End	ines - 1		S	tall Warnir	na Svste	em - YES
Max Gross Wt - 3400			ROCATING-CARBUR				
No. of Seats - 6	Rated Powe		SO HP				
nvironment/Operations Information							
leather Data	Itinerary			Airport F	roximity		
Wx Briefing - UNK/NR Method - UNK/NR	Last Depart			OFF AI	RPORT/STRIP	•	
Completeness - UNK/NR	SAME AS A Destination	CC/INC		Adament D			
Basic Weather - VMC	ROMEOVILL	C TI		Airport Da	ata		
Wind Dir/Speed- 070/009 KTS	ROMEOVIEL	.,		Pupway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ght Plan - I	JONE		Surface -		
Lowest Ceiling - NONE		earance - I			Status -		
Obstructions to Vision- NONE			ORCED LANDING		514140		
Precipitation - NONE	· · · · · · · · · · · · · · · · · · ·			1			
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 42	Me	edical Certifica	te – VALID	MEDICAL-WA	IVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight F Current	leview	Flig	ht Time (Ho	ours)		
PRIVATE	Current	- YES	Total -	178	Last 24	Hrs -	UNK/NR
SE LAND	Months Since	- 10	Make/Model- Instrument-	47	Last 30) Days-	UNK/NR
	Aircraft Type	e - UNK/NR	Instrument-	6	Last 90) Days-	UNK/NR
Instrument Rating(s) - NONE							
larrative NG QUIT SHORTLY AFTER TAKEOFF & THE ACF1			UEL SELECTOR WA	S FOUND ON	THE EMPTY	RIGHT	
FUEL TANK. THE LEFT MAIN FUEL TANK & TIP	P TANKS WERE FULL (OF FUEL.					

File No 9	06 6/25/84	KANKAKEE,IL	A/C Reg. No. N40712	Time (Lc1) - 1400 CI)T
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL L CLIMB	-		
2. FLUID,FUEL - ST	ARVATION ECTOR POSITION - I	MPROPER - PILOT IN CO	DMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY			
Occurrence #3 Phase of Operation	IN FLIGHT COLLIS LANDING - FLARE/	ION WITH TERRAIN TOUCHDOWN			
Probable Cause					
The National Transpo is/are finding(s) 1,		rd determines that th	ne Probable Cause(s) of this ac	cident	

Brief of Accident

File No 957 6/10/	84 MADISON, IN	A/C Reg. No. N8	055W	Time (Lcl) ·	- 0900 EST	
Flight Conducted Under -1 Accident Occurred During -D	NSTRUCTIONAL 4 CFR 91 ESCENT	Aircraft Damage SUBSTANTIAL Fire NONE	Fatal Crew O Pass O	0	ries Minor O O	None 1 0
Aircraft Information Make/Model - GRUMMAN AA-1 Landing Gear - TRICYCLE-FIX Max Gross Wt - 1560 No. of Seats - 2	C Eng Make/			T Installed// Stall_Warnin		
Environment/Operations Informa Weather Data Wx Briefing - NO RECORD Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 045/005 KT Visibility - 20.0 Si Lowest Sky/Clouds - CL Lowest Ceiling - NO Obstructions to Vision- NO Precipitation - NO Condition of Light - DA	Itinerary OF BRIEFING Last Depar SAME AS Destination LOCAL S M ATC/Airspace EAR Type of F1 NE Type of C1 NE Type Apch/ NE	ACC/INC ight Plan - NONE earance - NONE	ON A Airport MADI Runw Runw Runw Runw Runw PATTERN	SON MUNICIPAL	- 21 - 3200/ - CONCRETE	60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 50 Biennial Flight Current Months Since Aircraft Typ	Review - N/A Total - N/A Make/		(Hours) Last 24 Last 30	4 Hrs -	1
Instrument Rating(s) -	NONE					
Narrative HE STUDENT PLT WAS PRACTICING TOU HAT WHEN HE TOUCHED DOWN, THE AER THER ACFT. THE PLT STATED HE HAD N THE GRASS OFF THE RIGHT SIDE OF	ONCA WAS STILL ON THE RWY, S LIFTED OFF & REACHED AN ALT `THE RWY.	O HE DECIDED TO ABOR	T THE LANDING TO WHEN THE ACFT ST) AVOID THE FALLED & IMPA		

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File No	957 6/10/84 MADISON,IN	A/C Reg. No. N8055W	Time (Lc1) - 0900 EST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT LANDING		
2. DISTANCE - M 3. ABORTED LANDIN 4. AIRSPEED - NOT 5. LIFT-OFF - PRE 6. STALL - INADVE	AFT MOVING ON GROUND ISJUDGED – PILOT IN COMMAND G – DELAYED – PILOT IN COMMAND OBTAINED – PILOT IN COMMAND MATURE – PILOT IN COMMAND RTENT – PILOT IN COMMAND SE OF EQUIPMENT/AIRCRAFT,LACK OF TOTA	AL EXPERIENCE - PILOT IN COMMAND	
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause-			
The National Transp is/are finding(s) 3		t the Probable Cause(s) of this accide	nt

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

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

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Basic Information								
Type Operating Certificat	e-NONE (GENERAL	AVIATION)	Aircraft Damage	Э		Inju		
Tune of Oneneties	THETPHOTIONAL		SUBSTANTIAL	0	Fatal	Serious	Minor	None
Type of Operation Flight Conducted Under	-INSTRUCTIONAL		Fire NONE	Crew	0	0	0	1 0
Accident Occurred During			NONE	Pass	0	0	0	0
Aircraft Information								·
Make/Model - CESSNA 15			del - LYCOMING ()-235-N2C			Activated	
Landing Gear - TRICYCLE-	FIXED	Number Engi				all Warni	ng System	- YES
Max Gross Wt - 1670		Engine Type		ING-CARBURET	OR			
No. of Seats - 2		Rated Power	- 108 HP					
Environment/Operations Info	rmation							
Weather Data		Itinerary	_		Airport F			
Wx Briefing - UNK/NR		Last Departu			ON AIRF	PORT		
Method - UNK/NR		SAME AS AC	J/INC					
Completeness - UNK/NR		Destination		А	irport Da			
Basic Weather - VMC Wind Dir/Speed- 060/007	VTC	LOCAL			BAER FI		00	
Visibility - 15.0		ATC/Airspace			Runway		- 09 - 5999/	150
Lowest Sky/Clouds -			ht Plan - NONE				- ASPHALT	150
	NONE		rance - VFR				- UNK/NR	
Obstructions to Vision-		Type Apch/Lnd		IC PATTERN	Runway	Status		
Precipitation -		Type Apeny En		AND GO				
Condition of Light -			100011					
Personnel Information								
Pilot-In-Command		Age - 33	Medica	1 Certificate	- VALID	MEDICAL-N	O WAIVERS	/LIMIT
Certificate(s)/Rating(s)		Biennial Flight Rev			: Time (Ho			
STUDENT				tal -	39	Last 2	4 Hrs -	1
		Months Since		ke/Mode1-	29	Last 3	0 Days- U	NK/NR
		Aircraft Type	- N/A In:	strument-	5	Last 9	10 Days-	10
Instrument Rating(s)	- NONE							
Narrative								

File No 9	40 6/29/84	FT. WAYNE,IN	A/C Reg. No. N94111	Time (Lc1) - 1100 EST
Occurrence #1 Phase of Operation		TOUCHDOWN		
Finding(s) 1. TOUCH-AND-GO LA 2. FLARE - IMPROPE 3. RECOVERY FROM B	R - PILOT IN COMMA		1AND	
Occurrence #2 Phase of Operation		SED		
Finding(s) 4. LANDING GEAR,NO	SE GEAR - OVERLOAD			
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	ent

is/are finding(s) 2,3

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Dama		_	Inju		
Type of Operation -BUSINESS		SUBSTANTIAL Fire	Crew	Fatal O	Serious O		None 1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING		NONE	1 455	Ũ	Ŭ	Ū	Ŭ
Aircraft Information							
Make/Model - NORTH AMERICAN P-51 MU	STANG X Eng Make/M				nstalled//		
Landing Gear - TAILWHEEL-ALL RETRACTA		gines - 1		St	all Warnin	ng System	- YES
Max Gross Wt - 11600 No. of Seats - 1	Rated Powe	be - RECIP-FU er - UNK/NR	JEL INJECTED				
Environment/Operations Information							
Weather Data	Itinerary			Airport F	roximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Depar			ON AIRS	TRIP		
Method - N/A	INDIANAPO						
Completeness - N/A	Destination		Α	irport Da			
Basic Weather - VMC Wind Dir/Speed- 020/004 KTS	LOCAL			MT. COM	Ident ·	25	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid		100
Lowest Sky/Clouds - 25000 FT					Surface ·		
Lowest Ceiling - 25000 FT OVE					Status ·		
Obstructions to Vision- NONE	Type Apch/I	_ndg - TRAF	FIC PATTERN	-			
Precipitation - NONE		FULL	. STOP				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 54	Medic	al Certificate			ATVERS/ITM	īτ
Certificate(s)/Rating(s)	Biennial Flight I	Review	Flight	Time (Ho	urs)	1112103/211	- '
PRIVATE	Age - 54 Biennial Flight H Current	- YES T	otal - UNK	/NR	Last 24	4 Hrs - UN	K/NR
SE LAND, ME LAND	Months Since	- 1 N	lake/Model-	15	Last 30) Days- UN	K/NR
	Aircraft Type	≘-UNK/NR I	Instrument- UNK	/NR	Last 90) Days- UN	K/NR
		N	Multi-Eng -	250	Rotorci	raft - UN	K/NR
Instrument Rating(s) - NONE							
Narrative							
JNCED LANDING OCCURED DURING WHICH THE L	FET MAIN GEAR COLL	APSED FOLLOWED E	A GROUND LOO	Ρ.			

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File No 879	7/01/84 INDIANAPOLIS,IN	A/C Reg. No. N21770	Time (Lc1) - 1030 EST
ccurrence #1 HARD hase of Operation LANDI			
inding(s) 1. FLARE - MISJUDGED - PI 2. IMPROPER USE OF PR		ENCE IN KIND OF AIRCRAFT - PILOT IN CO	DMMAND
ccurrence #2 GEAR mase of Operation LANDI			
inding(s) 3. LANDING GEAR,MAIN GEAR	- OVERLOAD		
Probable Cause			
The National Transportation is/are finding(s) 1	Safety Board determines tha	it the Probable Cause(s) of this accide	ent

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

Brief of Accident

Basic Information Type Operating Certificate-AGRICULTU	JRAL AIRCRAFT	Aircraft Damage			Injur	ies	
		DESTROYED		Fatal	Serious		None
Type of Operation -AERIAL AF	PLICATION	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 13	37	ON GROUND	Pass	0	0	0	0
Accident Occurred During -DESCENT							.
Aircraft. Information				·			
Make/Model - PIPER PA-25-235		/Model - LYCOMING O-				ctivated -	
Landing Gear - TAILWHEEL-ALL FIXED					all Warnir	ng System –	· YES
Max Gross Wt - 2900 No. of Seats - 1		ype - RECIPROCATI wer - 235 HP	NG-CARBURE I	UR			
	Raleu Pu	wer: - 235 mp					
Environment/Operations Information							
Weather Data	Itinerary			Airport P			
W× Briefing - UNK/NR Method - UNK/NR		rture Point		OFF AIR	PORT/STRIP		
Completeness - WEATHER NOT PERTIN	SAME AS JENT Destinatio		٨	irport Da	+ 9		
Basic Weather - VMC	LOCAL		A	inport ba	.ta		
Wind Dir/Speed- 040/015 KTS				Runway	Ident -	- N/A	
Visibility - 15.0 SM	ATC/Airspac	e			Lth/Wid -	- N/A	
Lowest Sky/Clouds - 3000 FT		light Plan - NONE		Runway	Surface -	- N/A	
Lowest Ceiling - 3000 FT E		learance - NONE		Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 35 Biennial Flight		Certificate	- VALID Time (Ho		J WAIVERS/1	_1M11
COMMERCIAL	Current		si – 1		lact 2/	1 Hrs -	3
SELAND	Months Sinc	-YES Tota e - 1 Make	/Model-	253	Last 30) Days- UN	
	Aircraft Ty	pe - C-150 Inst	trument- UNK	/NR	Last 90) Days-	
			ti-Eng - UNK			aft - UN	
Instrument Rating(s) - NONE							
Narrative							
ER MAKING A SWATH RUN, THE PLT INITIATI	D A TURN-AROUND TN	A DOWNWIND DIRECTION	N. DURING TH	E TURN. A	WING		
	The second second fills		CED & TRAVEL				

FROM THE PLANE & TOOK HIM TO THE HOSPITAL. IN ADDITION TO SERIOUS IMPACT INJURIES, THE PLT WAS TREATED FOR PARATHION POISONING.

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File No 9	94 6/10/84	SATANTA,KS	A/C Reg.	No. N4452Y	Time (Lc1) - 0855 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - Maneuvering - Aer				
2. AIRSPEED - NOT	IATED - PILOT IN CO MAINTAINED - PILOT TENT - PILOT IN COM	IN COMMAND			
Occurrence #2 Phase of Operation	IN FLIGHT COLLISI DESCENT - UNCONTR				
Probable Cause					•
The National Transpo is/are finding(s) 2.	- 2	d determines that the	e Probable Cause(s) of this accid	lent

File No 10		29/84	ATWOOD,KS		A/C Reg.	No. N6797Z		Time (Lc1) - 0710 CDT					
-Basic Informatio Type Operating		e-AGRICU	LȚURAL AIRCR	AFT	Aircraft D SUBSTANTI			Fatal	Injur Serious		r N	lone	
Type of Operat Flight Conduct Accident Occur	ed Under	-14 CFR	137		Fire ON GROUND		Crew Pass	0 0	0 0	0		1 0	
-Aircraft Informa Make/Model	tion - PIPER PA-	25-235		Eng Make/Mod					Installed//				
Landing Gear Max Gross Wt No. of Seats	- TAILWHEEL - 2900		ED	Number Engin Engine Type Rated Power	nes - 1 - RECIP	ROCATING-CAP	RBURET	OR	itall Warnin	ng Syst	em - NO)	
Environment/Oper	ations Info	rmation-									,		
Weather Data Wx Briefing Method	- NO RECO - N/A			tinerary Last Departur ATWOOD,KS	re Point				Proximity RPORT/STRI	5			
Completeness Basic Weather	- N/A			Destination LOCAL			Α	irport [Data				
Wind Dir/Spe Visibility	- 15.0	SM		TC/Airspace Type of Fligh	nt Plan - N	IONE		Runway	/ Ident / Lth/Wid / Surface	- N/A			
Lowest Ceili Obstructions Precipitatio Condition of	ng - to Vision- n - Light -	NONE NONE NONE	IT	Type of Clear Type Apch/Lno	rance - N Jg - F	IONE ORCED LANDI			/ Status				
-Personnel Inform Pilot-In-Commar	ation		Age -			edical Certi							
Certificate(s			Bienr	ial Flight Rev	/iew			Time (F		AIVER5/	L IMI I		
COMMERCIAL			C	urrent	- YES	Total Make (Mode)						-	
SE LAND			۵ م	lonths Since ircraft Type	- 2 - C-150	Make/Mode Instrumen Multi-Eng			Last 90				
Instrument	Rating(s)	- NONE											
 -Narrative													
ING A SWATH RUN, MICAL LOAD. ENG R	PM CONTINUE	D DECREA	SING SO HE E	LECTED TO LAN) IN A FIEL	D THAT WAS I	BEING	SUMMER F	ALLOWED.				
ING THE LANDING, T & THE PUSH ROD		ISED OVER	AN EXAM OF	THE ENG REVE	ALED THAT T	HE #4 EXHAU	SEVAL	.VE HAD E	SECUME FROZ	EN			

File No. - 1000 6/29/84 ATWOOD,KS A/C Reg. No. N6797Z Time (Lc1) - 0710 CDT LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. ENGINE ASSEMBLY, VALVE - JAMMED 2. ENGINE ASSEMBLY, PUSH ROD - BENT Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY 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) 1,2

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

	•	e-NONE (GENERA	L AVIATION)	Aircraft SUBSTAN		0	Fatal	Serious		None
Type of Operat Flight Conduct Accident Occur	ed Under	-PERSONAL -14 CFR 91 -LANDING		Fire NONE		Crew Pass	0	0 0	1	0 0
Aircraft Informa										
Make/Mode1	- CESSNA P2			Model - CON	ITINENTAL	TSI0-520-			d/Activated	
Landing Gear		RETRACTABLE		gines - 1				Stall Warr	ning System	- YES
Max Gross Wt No. of Seats	- 3400 - 6		Engine Ty Rated Pow		310 HP	INJECTED				
Environment/Oper	ations Info									
Weather Data			Itinerary				Airport	Proximity	/	
Wx Briefing	- UNK/NR		Last Depar	ture Point			ON A1	RPORT		
Method	- UNK/NR		FARGO, ND							
Completeness			Destination				Airport			
Basic Weather		KTC	CHANUTE, I	<s< td=""><td></td><td></td><td>FORBE</td><td></td><td>40</td><td></td></s<>			FORBE		40	
Wind Dir/Spe Visibility								ay Ident	- 13 - 12819/	200
Lowest Sky/(ATC/Airspace TERED Type of Fl		TED				- ASPHALT	200
Lowest Ceil		NONE	Type of Cl					av Status	- DRY	
Obstructions	0		Type Apch/			PATTERN	it diffe	., statud	Ditt	
Precipitatio			·) P = · · P = · · ·	y						
Condition of		DAYLIGHT								
Personnel Inform										
Pilot-In-Comman			Age - 47		Medical				-WAIVERS/LI	MIT
Certificate(s			Biennial Flight		_		nt Time (_
COMMERCIAL			Current	- YES		-		-	24 Hrs -	4
SE LAND, ME	LAND		Months Since			/Mode1-			30 Days- U	•
			Aircraft Typ	e – UNK/NR		rument- i-Eng -	2271	Last	90 Days-	53
Instrument	Rating(s)	- AIRPLANE								
Narrative										
	DECIDED TO	DIVERT TO TOPE	KA, KS. WHILE LAN	DING ON RWY	′ 13 , THE	ACFT VEEP	RED TO TH	E RIGHT.		
			, ENCOUNTERED SOF						МС	
DEGS AT 14 GUST:										

7/08/84 Time (Lc1) - 1215 CDT File No. - 918 TOPEKA,KS A/C Reg. No. N5537W Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - CROSSWIND 3. WEATHER CONDITION - GUSTS 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - SOFT 8. TERRAIN CONDITION - WET ----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) 2,3,7,8

Type Operating Certificate-NONE (GENERA	L AVIATION) Air	craft Damage			Inj	uries	
		BSTANTIAL		Fatal			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		e NE	Crew Pass	0 0	0 0	0 0	1 3
Aircraft Information							
Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	3 ,1			OR	[Installed Stall Warn	ing Syste	em - YES
nvironment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure P SAME AS ACC/IN				t Proximity IRPORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 035/005 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	Destination AUGUSTA,KS ATC/Airspace Type of Flight F		A	Runwa Runwa	Data MONT HOTEL ay Ident ay Lth/Wid ay Surface	- 2500/	
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearanc Type Apch/Lndg	e - NONE	NDING		ay Status		TURT
Personnel Information							
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 20 Biennial Flight Review		Flight	Time	ID MEDICAL- (Hours)	NO WAIVER	RS/LIMIT
PRIVATE SE LAND	Current - YE Months Since - 2 Aircraft Type - C-	Make/M	- lode1- lment-	6	Last	24 Hrs - 30 Days- 90 Days-	UNK/NR
Instrument Rating(s) - NONE							
Narrative PLT WAS TAKING OFF TO THE NORTH ON A SOD MOBILE TIRES. THE PLT ELECTED TO USE THE -OFF, THE ACFT DRIFTED LEFT & THE LEFT MA MMED THE ELEVATOR. WITH THE AID OF THE RI ROL. HE THEN LANDED SAFELY WHILE USING TH	LEFT SIDE OF THE RWY, S IN GEAR HIT A TIRE. THE GHT FRONT SEAT PASSENGE	SINCE IT APPEARE TIRE FLIPPED U R, THE PLT WAS	D TO BE S P & HIT T ABLE TO M	MOOTHEI HE HOR	R. AFTER IZONTAL STA	BILIZER	

File No 975	7/11/84 BEUAMONT	,KS A/C	Reg. No. N21AT	Time (Lc1) - 1515 CDT	
Occurrence IN Phase of Operation TAK	FLIGHT COLLISION WITH O EOFF - INITIAL CLIMB	BJECT			
Finding(s) 1. WEATHER CONDITION - (2. COMPENSATION FOR W 3. PROPER ALIGNMENT - NO 4. OBJECT - AIRPORT FAC	CROSSWIND IND CONDITIONS - INADEQ DT MAINTAINED - PILOT I)		
Probable Cause					
The National Transportations is a second strain the second strain the second strain second strain the second strain second strai	on Safety Board determi	nes that the Probable (Cause(s) of this acci	dent	
Factor(s) relating to this	s accident is/are findi	ng(s) 1,4			
			1		

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Brief of Accident

-Basic Information-	,			-				. .	• .	
Type Operating Ce	ertificate-AG	RICULTURAL	. AIRCRAF		craft Damage BSTANTIAL	9	Fatal	Injur Serious		None
Type of Operation	n -AE	RIAL APPLI	CATION	Fir		Crew	0	0	0	1
Flight Conducted				NO	NE	Pass	Ō	0	Ō	0
Accident Occurred	d During -LA									
-Aircraft Informatio	on									
-	ERO COMMANDE			Eng Make/Model				Installed/#		•
Landing Gear - 1		FIXED		Number Engines				tall Warnir	ng System	- NO
Max Gross Wt -				Engine Type		FING-CARBURE	TOR			
No. of Seats -	1			Rated Power	- 600 HP					
-Environment/Operat	ions Informat	ion								
Weather Data				nerary				Proximity		
Wx Briefing		F BRIEFING		ast Departure P			OFF AI	RPORT/STRIP	>	
	- N/A			GARDEN CITY,KS						
Completeness Basic Weather	•		De	stination			Airport D	ata		
Wind Dir/Speed-				LUCAL			Dunway	Ident	- N/A	
Visibility ·			ΔΤΟ	/Airspace				Lth/Wid -		
Lowest Sky/Clot				ype of Flight P	lan - NONE			Surface -		
Lowest Ceiling	- NOM			ype of Clearanc				Status		
Obstructions to	Vision-NOM	E		ype Apch/Lndg		DLANDING			•	
Precipitation	~ NOM									
Condition of L	ight - DAY	LIGHT								
-Personnel Informat	ion									
Pilot-In-Command			Age -	35	Medica	l Certificat	e - VALID	MEDICAL-NO	WAIVERS/	'LIMIT
Certificate(s)/	Rating(s)		Biennia	1 Flight Review		Fligh	nt Time (H	lours)		
COMMERCIAL			Cur	rent - YE hths Since - 20 craft Type - UN	S To	tal -	1792	Last 24	t Hrs - UN	IK/NR
SE LAND			Mor	ths Since - 20	Mal	<e mode1-<="" td=""><td>78</td><td>Last 30</td><td>) Days- UN</td><td>IK/NR</td></e>	78	Last 30) Days- UN	IK/NR
			Air	craft Type - UN	K/NR In	strument- UN		Last 90) Days-	1.14
					MU	lti-Eng - UN	IK/NR	Rotorci	raft - UN	
Instrument Ra	ating(s) - M	IONE								
-Narrative						JEL TANKS AN				

TANKS WERE FULL. HE STATED THE LEFT FUEL GAGE HAD BEEN INOPERATIVE ABOVE 1/2 TANK OF FUEL. DURING A SPRAY RUN, WHEN THE RIGHT TANK REACHED 1/4, HE SWITCHED TO THE LEFT TANK AND THE ENGINE BEGAN RUNNING ROUGH THEN IT LOST ALL POWER. THE PLT STATED THAT AFTER THE SOFT FIELD LANDING HE APPLIED LEFT RUDDER AND PURPOSELY GROUND LOOPED THE ACFT TO AVOID CONTACTING A DIRT BENCH.

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File No 8	82 7/24/84	GARDEN CITY,KS	A/C Reg.	No. N3669X	Time (Lc1) - 1030 CDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL RIAL APPLICATION			
3. ENGINE INSTRUME 4. FLUID,FUEL - EX	PERFORMED - PILOT NTS,FUEL QUANTITY (HAUSTION INADEQUATE - PILO	IN COMMAND GAGE - INOPERATIVE			
ccurrence #2 hase of Operation	FORCED LANDING				
ccurrence #3 hase of Operation inding(s) 6. TERRAIN CONDITI 7. GROUND LOOP/S	LANDING - ROLL				
Probable Cause					
he National Transpo s/are finding(s) 1,		rd determines that the P	Probable Cause(s) of this accid	ent
actor(s) relating t	o this accident is,	are finding(s) 3,6			
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Brief of Accident

File No 876 2/13/84	MORGAN CITY,LA	A/C Reg. No. N70709			Time (Lcl) - 1630 CDT				
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Dama SUBSTANTIAL	ge	Injuries Fatal Serious Minor		None			
Type of Operation -AERIAL Flight Conducted Under -14 CFR Accident Occurred During -LANDIN	OBSERVATION 91 G	Fire NONE	Crew Pass	0 0	Injuries al Serious Minor O O 2 O 1 1 ELT Installed/Activated - Stall Warning System - Stall Warning System - Ort Proximity F AIRPORT/STRIP rt Data nway Ident - N/A nway Surface - N/A nway Surface - N/A nway Status - N/A ALID MEDICAL-NO WAIVERS/L e (Hours)	0 1			
Aircraft Information Make/Model - SIKORSKY S-58E Landing Gear - TAILWHEEL-ALL FIX Max Gross Wt - 12500 No. of Seats - 14	ED Number E	/Model - WRIGHT R ngines - 1 ype - RECIPROC wer - 1525 H	ATING-CARBURE	S	•		•		
Environment/Operations Information- Weather Data Wx Briefing - NO RECORD OF BR Method - N/A	Itinerary	rture Point ACC/INC							
Completeness - N/A Basic Weather - VMC	Destinatio SAME AS	ACC/INC		Airport Da	ata				
Wind Dir/Speed- 270/006 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	Type of (Type Apc)	light Plan - NONE learance - NONE		Runway Runway	Lth/Wid - Surface -	N/A N/A			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL NONE HELICOPTER	Age - 33 Biennial Fligh Current Months Sind Aircraft Ty	Review	Fligh otal - ake/Model-	t Time (He 3124 63	ours) Last 24 Last 30 Last 90	Hrs - Days- UNI Days-	2		

Instrument Rating(s) - UNK/NR

----Narrative----

THE HELICOPTER WAS HOVERING ABOVE TREES AT ABOUT 100 FT AGL WHEN THE TAIL ROTOR CHIP DETECTOR LGT FLICKERED SVRL TIMES, THEN ILLUMINATED STEADILY. THIS WAS FOLLOWED BY A LOUD GRINDING NOISE FROM THE TAIL AREA & THE ACFT YAWED TO THE RIGHT. THE ACFT ENTERED AN AUTOROTATION AFTER MAKING 3 TURNS TO THE RIGHT. IT DESCENDED INTO THE TREES AT WHICH TIME THE MAIN ROTOR BLADES WERE BROKEN OFF. AN EXAM OF THE INTERMEDIATE TAIL ROTOR GEAR BOX DISCLOSED THAT 6 TEETH IN THE INPUT BEVEL PINION GEAR, PN S1635-64114, HAD FAILED IN THE ROTO AREA. A METALLURGICAL EXAM DETERMINED THAT THE FAILURE ZONE HAD FATIGUE INDICATIONS. CRACKS WERE FOUND IN OTHER AREAS OF THE GEAR BOX. SIKORSKY ENGINEERS DETERMINED THAT THE GEAR BOX HAD BEEN SUBJECTED TO HEAVY LOADS. THE GEAR BOX HAD BEEN LAST OPENED IN 1968. ONE GEAR WAS NOT A SIKORSKY PRODUCT.

Brief of Accident (Continued)							
File No 8	76 2/13/84	MORGAN CITY,LA	A/C Reg. No. N70709	Time (Lc1) - 1630 CD1			
Occurrence #1 Phase of Operation	AIRFRAME/COMPONENT HOVER	/SYSTEM FAILURE/MALFU	JNCTION				
inding(s) 1. ROTOR DRIVE SYS	TEM,INTERMEDIATE GEA	R BOX(42 DEG) - FATIO	SUE		. 		
	FORCED LANDING DESCENT - EMERGENC	Υ					
inding(s) 2. AUTOROTATION -	PERFORMED - PILOT IN				·		
ccurrence #3 hase of Operation	IN FLIGHT COLLISIC LANDING	N WITH OBJECT					
inding(s) 3. OBJECT - TREE(S							
ccurrence #4 hase of Operation	IN FLIGHT COLLISIC DESCENT - UNCONTRO						
Probable Cause							
he National Transpo s/are finding(s) 1	rtation Safety Board	l determines that the	Probable Cause(s) of this acc	ident			
actor(s) relating t	o this accident is/a	re finding(s) 3					
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Brief of Accident

Basic Information					Toiu	100	
Type Operating Certificate-NONE (GENERA	L AVIATION) ATCCAT	t Damage		Fatal	Inju Serious	Minor	None
Type of Operation -BUSINESS	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE		Pass	0	0	0	3
Aircraft Information							
Make/Model - CESSNA A185F Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3350	Eng Make/Model - CO Number Engines - 1 Engine Type - RE	l			[nstalled// tall Warni		
No. of Seats - 6	Rated Power -		OLCILD				
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary			Airport ON AIR	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC	5		UN AIR	SIRIP		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	BATON ROUGE, LA			ELMER'	S ISLAND		
Wind Dir/Speed- 045/015 KTS						- 09	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				Surface		JRF
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 - 39	Medical Ce				D WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Total	F [1 g]	nt Time (H 3006		4 Hrs -	2
PRIVATE SE LAND,ME LAND	Months Since - 19		lode1-) Days- U	-
SE LAND, ME LAND	Aircraft Type - UNK/NR		iment-) Days-	36
		Multi-	Eng -			raft -	4
Instrument Rating(s) - NONE							
Narrative							
PLT ESTIMATED THAT THE WIND WAS FROM THE	NODTHEAST AT 15 KTS CUSTING			AN EASTED	V TAKENEE		

File No. - 984 4/15/84 GRAND ISLE, LA A/C Reg. No. N21770 Time (Lc1) - 1700 CST -------Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. WEATHER CONDITION - CROSSWIND 3. WEATHER CONDITION - GUSTS 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. LIFT-OFF - PREMATURE - PILOT IN COMMAND 6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. TERRAIN CONDITION - WET 9. TERRAIN CONDITION - SOFT Occurrence'#3 MAIN GEAR COLLAPSED Phase of Operation OTHER Finding(s) 10. LANDING GEAR, MAIN GEAR - OVERLOAD Occurrence #4 NOSE OVER Phase of Operation OTHER _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4.7

Factor(s) relating to this accident is/are finding(s) 1,2,3,8,9

Brief of Accident

File No 983 4/15/84 MONTE	REY,LA A/C Reg.	No. N8284F	Time (Lc1) - 1630 CST			
-Basic Information Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircraft D DESTROYED		Injuries Fatal Serious Minor N			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew	0	1		None O O
Aircraft Information Make/Model - CESSNA 150F Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - CONTI Number Engines - 1 Engine Type - RECIP Rated Power - 10	ROCATING-CARBURE	S	Installed/A tall Warnir		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC			Proximity RPORT/STRIF	,	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/012 KTS	Destination UNK/NR			E Ident -	34	
Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan - N Type of Clearance - N Type Apch/Lndg - N	ONE	Runway	Lth/Wid - Surface - Status -		RF
Personnel Information Pilot-In-Command		dical Certificat			IVERS/LIM	 [Т
Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - UNK/NR	Total - Make/Model-	29	Last 24 Last 30		2 K/NR 6

Instrument Rating(s) - NONE

----Narrative----

THE PLT LANDED AT AN IMPROVED PRIVATE STRIP. LATER, HE TOOK OFF IN WINDS THAT HE REPORTED WERE DOWN THE RWY AT 12 KTS GUSTING TO 14 KTS. AFTER LIFT-OFF THE ACFT "CLIMBED NORMALLY" & CLEARED A POWER LINE AS WELL AS LOW TREES AT THE END OF THE STRIP. HOWEVER, THE PLT STATED THAT HE ENCOUNTERED TURBULENCE OVER THE LOW TREES & WAS CONCERNED ABOUT CLEARING A SINGLE REMAINING TALL TREE. SUBSEQUENTLY, THE ACFT COLLIDED WITH THE TALLER TREE AND CRASHED TO THE GROUND. THE PLT REPORTED THE STRIP WAS 3000 FT LONG. THE OWNER SAID IT WAS 1500 FT LONG & CAME TO AN ABRUPT STOP WHERE THE POWER LINE & A ROAD RAN PERPENDICULAR TO IT AT THE NORTH END.

File No 9	83 4/15/84	MONTEREY,LA	A/C Reg. No. N8284F	Time (Lc1) - 1630 CST	
Occurrence #1 Phase of Operation		-			
Finding(s) 1. UNSUITABLE TERR 2. WEATHER CONDITI 3. WEATHER CONDITI 4. OBJECT - TREE(S 5. CLEARANCE - N	DN - GUSTS DN - TURBULENCE)				
Occurrence #2 Phase of Operation Probable Cause	DESCENT - UNCON			•	

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

Brief of Accident

File No 974 4/18/84 BELLE	A/C Reg. No. N69GV Time (Lc1) - 0730			- 0730 CS1			
-Basic Information							
Type Operating Certificate-ON-DEMAND AI		Aircraft Da	nage	-	Inju		··
Name of Carrier -SOUTHERN SEA	PLANE INC	MINOR Fire	Char	Fatal v O	Serious 1	Minor O	None O
Type of Operation -NON SCHED,DO Flight Conducted Under -14 CFR 135	MESTIC, PASSENGER	NONE	Crev Pass		0	1	1
Accident Occurred During -OTHER					-	ľ	•
-Aircraft Information							
Make/Model - CESSNA 185F	Eng Make/Mod	del - CONTIN	NTAL 10-520-0	D ELT	[nstalled/	Activated	- YES/NC
Landing Gear - AMPHIBIAN	Number Engi	nes - 1		S	tall Warni	ng System	- YES
Max Gross Wt - 3100			UEL INJECTED				
No. of Seats - 6	Rated Power	- 300	HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT		
Method - N/A	SAME AS ACC	C/INC					
Completeness ~ N/A	Destination			Airport Da	ata		
Basic Weather - VMC	UNK/NR			_			
Wind Dir/Speed- 230/007 KTS						- N/A	
Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace				Lth/Wid Surface		
Lowest Ceiling - NONE	Type of Fligh Type of Clea				Status		
Obstructions to Vision- NONE	Type Apch/Lnd			Kullway	Status	- N/ A	
Precipitation - NONE	Type Apelly En		N L.				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 26	Med	ical Certifica	ate - VALID	MEDICAL-W	AIVERS/LIM	AIT
Certificate(s)/Rating(s)	Biennial Flight Rev	/iew	Flig	ght Time (H	ours)		
COMMERCIAL	Current	- YES	Total -	4001	Last 2	4 Hrs -	6
SE LAND, ME LAND	Months Since Aircraft Type	- 8	Make/Model-	1355	Last 3	0 Days-	45
GLIDER	Aircraft Type	- UNK/NR	Instrument-	46	Last 9	0 Days-	135
			Multi-Eng -	37			
Instrument Rating(s) - AIRPLANE							
-Narrative							

AFTER CONFIRMING THAT THE MAGNETOS WERE OFF, HE ATTEMPTED TO "FREE THE PROPELLER BY HAND." THE ENG STARTED AS SOON AS THE PROPELLER WAS MOVED. THE NON-PLT PASSENGER IN THE RIGHT FRONT SEAT TRIED TO STOP THE AIRPLANE WITH THE MAGNETO SWITCH. HOWEVER, THE ACFT CONTINUED ABOUT 100 YDS, ROLLED THRU A GUARD RAIL & NOSED DOWN INTO A CANAL. THE MAGNETO SWITCH WAS FOUND IN THE "BOTH" POSITION, FUEL MIXTURE WAS FULL RICH & THE THROTTLE WAS ADVANCED. A CHECK OF THE MAGNETOS REVEALED NO MALFUNCTION.

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	Brief of Ac	cident (Continued)	
4/18/84	BELLE CHASSE,LA	A/C Reg. No. N69GV	Time (Lc1) - 0730 CST

Occurrence #1 ON GROUND COLLISION WITH OBJECT Phase of Operation OTHER

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND 2. POWERPLANT CONTROLS - INADVERTENT USE - PILOT IN COMMAND 3. OBJECT - FENCE

ON GROUND COLLISION WITH TERRAIN Occurrence #2 OTHER Phase of Operation ______

Occurrence #3 NOSE DOWN Phase of Operation OTHER

File No. - 974

----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

Brief of Accident

-Basic Informatior Type Operating		e-NONE (GENERA	AL AVIATION)	lircraft	Damage		Ini	uries	
		· · · · · · · · · · · · · · · · · · ·		SUBSTAN		Fatal	Serious		r None
Type of Operati Flight Conducte Accident Occurr	d Under ed During	-LANDING		ire NONE	Crew Pass	0	0 0	0	
-Aircraft Informat									
Landing Gear -			Number Engine	es - 1	DMING 0-235-L2C		⁻ Installed Stall Warr		ed – YES/YE9 em – YES
Max Gross Wt - No. of Seats -			Engine Type Rated Power		IPROCATING-CARBUR 110 HP				
-Environment/Opera	tions Info	 rmation							
Weather Data			Itinerary				: Proximity	/	
Wx Briefing Method	- N/A	ORD OF BRIEFING	SAME AS ACC				RPORT		
Completeness			Destination			Airport			
Basic Weather			LOCAL				DALE-DRAPER		
Wind Dir/Spee							y Ident		/ 100
Visibility			ATC/Airspace		NONE		ay Lth/Wid		
Lowest Sky/Cl Lowest Ceilir		CLEAR NONE	Type of Fligh [.] Type of Cleara				ay Surface ay Status		
Obstructions			Type Apch/Lndg		TRAFFIC PATTERN	Runwa	ay Status	- DRY	
Precipitation			Type Apch/Lhdg	, -	TOUCH AND GO				
Condition of					TOUCH AND GO				
 -Personnel Informa									
Pilot-In-Command			Age - 21	i.	Medical Certifica				
Certificate(s)		1	Biennial Flight Rev			ht Time (NO WAIVE	KJ/LIMIT
COMMERCIAL			Current -		Total -			24 Hrs -	
SE LAND, ME			Months Since -		Make/Model-	362		30 Days-	
	- ··· ,		Aircraft Type -					90 Days-	
. Instrument	Rating(s)	- AIRPLANE							
Na									
-Narrative						NETRUCTO			
			TIONAL FLT, THE ACFT T CONTACTED A SNOW B			NSTRUCTUR	C TUUK UVER	(THE	

PAGE 196

File No. - 925 4/01/84 HOPEDALE, MA A/C Reg. No. N46837 Time (Lc1) - 1150 EST ------------Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT 2. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT 3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI) _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - SNOWBANK 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) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

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Brief of Accident

Basic Information						- .		
Type Operating Certifica	TE-NUNE (GENERAI	_ AVIATION)	Aircraft Damag SUBSTANTIAL	ge	Fatal	Injur Serious	Minor	None
Type of Operation	-PERSONAL		Fire	Crew		0	1	0
Type of Operation Flight Conducted Under	-14 CFR 91		NONE	Pass	Ō	1	1	1
Accident Occurred During								
Aircraft Information								
Make/Model - CESSNA	172H	Eng Make/Mo	del - CONTINEN	TAL 0-300-D	ELT I	nstalled/A	ctivated	- YES/YE
Landing Gear - TRICYCLE		Number Engi	nes - 1		St	all Warnin	ng System	- YES
Max Gross Wt - 2300			- RECIPROCA		TOR			
No. of Seats - 4		Rated Power	- 145 HF					
Environment/Operations Inf			•					
Weather Data		Itinerary			Airport F			
Wx Briefing - NO REC	CORD OF BRIEFING	•			OFF AIF	PORT/STRIP	•	
Method - N/A		SAME AS AC	C/INC					
Completeness - N/A		Destination			Airport Da			
Basic Weather - VMC Wind Dir/Speed- 300/0		LOCAL				TON CO. RE		
Visibility - 20.		ATC/Airspace				Ident - Lth/Wid -		150
Lowest Sky/Clouds -	5000 FT SCAT	FPED Type of Elia	ht Plan - NONE			Surface -		150
Lowest Ceiling	- NONE	Type of Clea	rance - NONE			Status -		
Obstructions to Vision			dg - TRAF		Kanway	Juido	BRI	
Precipitation								
Condition of Light	- DAYLIGHT							
Personnel Information								
Pilot-In-Command		Age - 48	Medica	al Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s	5)	Biennial Flight Re	view	Fligh	nt Time (Ho	ours)		
PRIVATE		Age - 48 Biennial Flight Re Current	- YES To	otal -	226	Last 24	Hrs -	1
SE LAND		Months Since Aircraft Type	- UNK/NR Ma	ake/Model-	173	Last 30) Days- UN	IK/NR
		Aircraft Type	- UNK/NR II	nstrument-	4	Last 90) Days-	8
Instrument Rating(s								
Instrument Rating(s) - NONE					•		

CARB HEAT & SLOWED THE ACFT. WHEN IT APPEARED HE WAS GOING TO LAND SHORT, HE ADDED POWER, BUT THE ENG WOULD NOT RESPOND.

THE ACFT WAS LANDED 3/4 MI SHORT OF THE RWY. NO PRE-ACCIDENT MECHANICAL PART FAILURE OR MALFUNTION WAS FOUND.

ŋ.

S OF POWER ROACH - VFR PATTERN - FINAL APPROACH		
	ROACH - VFR PATTERN - FINAL APPROACH CED LANDING CENT - EMERGENCY 	ROACH - VFR PATTERN - FINAL APPROACH CED LANDING CENT - EMERGENCY FLIGHT COLLISION WITH TERRAIN

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

Brief of Accident

File No 902 4/27/84 CLINTO	N, MD	A/C Reg. No.	. N6605R	т	ime (Lc1)	- 1335 ES	ST
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AVIATION)	Aircraft Damag DESTROYED Fire NONE	ge Crew Pass		Inju Sertous O O	ries Minor 1 1	None O O
Aircraft Information Make/Model - BEECH B24R Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2750 No. of Seats - 4	Number Engi	e - RECIP-FU	EL INJECTED		Installed// tall Warnin		d – YES-UNK/N n – YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/010 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clea	′, MD		ON AIR Airport D HYDE F Runway Runway Runway	ata IELD Ident Lth/Wid Surface		
	Age - 57 Biennial Flight Re Current Months Since Aircraft Type	eview -YES To -6 Ma	al Certifica Fligi otal - ake/Model- nstrument-	ht Time (H 919 438	ours) Last 24 Last 30		2

Instrument Rating(s) - AIRPLANE

----Narrative----

THE MAIN RWY AT THE ARPT WAS CLOSED DUE TO RESURFACING. THE PLT WAS ATTEMPTING A LANDING ON RWY 31 KNOWING IT WOULD BE A DELIBERATE DOWNWIND LANDING. ACCORDING TO THE OPERATOR OF THE ARPT, PLTS WERE DISCOURAGED FROM USING RWY 13 BECAUSE THE TRAFFIC DIRECTLY INTERFERS WITH TRAFFIC AT A NEARBY ARPT. THE PLT LANDED LONG & EXECUTED A GO-AROUND, BUT WAS UNABLE TO CLEAR TREES.

File No 902	4/27/84	CLINTON, MD	A/C Reg. No. N6605R	Time (Lc1) - 1335 EST
	FLIGHT COLLISI NDING	ON WITH OBJECT		
Finding(s) 1. WEATHER CONDITION - 2. PROPER TOUCHDOWN 3. ABORTED LANDING - P 4. GO-AROUND - DELAYED 5. OBJECT - TREE(S)	POINT - EXCEEDE ERFORMED - PILC		ID	
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

Brief of Accident

	928 4/28/84	COCKEYSVILLE, MD	A/C Reg. No.	1100/9K		ime (Lc1) -		
Basic Informatio Type Operating	on g Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage DESTROYED		atal	Injur Serious		None
	tion -PERSC ted Under -14 CF rred During -DESCE	R 91	Fire NONE	Crew Pass	1 1	0	0 0	0 0
Aircraft Informa Make/Model Landing Gear Max Gross Wt No. of Seats	- MACHEN SUPERSTAR - TRICYCLE-RETRACT - 6000	Engine	<e -="" 1<br="" lycoming="" model="">Engines - 2 Type - RECIP-FUEL Power - 325 HP</e>			[nstalled/A tall Warnin		
	rations Information							
Weather Data Wx Briefing Method	- FSS - TELEPHONE		oarture Point STER.PA			Proximity RPORT/STRIP		
Completenes Basic Weather		Destinat GAINE	ion SVILLE,FL	Airp	port Da	ata		
Lowest Sky/0 Lowest Ceil	- 20.0 SM Clouds - 4200 ing - 4200 s to Vision- NONE	FT Type of FT OVERCAST Type of	Flight Plan - IFR	1	Runway Runway	Lth/Wid - Surface -	N/A N/A N/A N/A	
Condition o Personnel Infor	f Light - DAYLIG mation	HT 						
Pilot-In-Comman Certificate(ηd	Age - 58 Biennial Flig		Flight T	ime (Ho	ours)		
PRIVATE	E LAND, SE SEA	Current Months Si	- UNK/NR To nce - UNK/NR Mal Type - UNK/NR Ins	tal - 2500 ke/Model- 10 strument- UNK/NI lti-Eng - UNK/NI	र	Last 30 Last 90	Hrs - UN Days- UN Days- UN aft - UN	K/NR K/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

ON THE DAY OF DEPARTURE THE PLT HAD RECEIVED A 30 MIN FAMILIARIZATION FLT UPON COMPLETION OF THE SUPERSTAR CONVERSION. EMPHASIS WAS DIRECTED TO ENG GAGES, FUEL FLOW & COUNTER, & POWER SETTINGS. THE FLT WAS FLOWN AT 5,500 FT. THE PLT THEN OBTAINED A WX BRIEFING & FILED A FLT PLAN. ABOUT 15 MIN AFTER DEPARTURE, WHILE CLIMBING THRU FL 170, THE PLT RADIOED THAT HE HAD LOST BOTH ENGS. THE ACFT WAS SUBSEQUENTLY OBSERVED DESCENDING UNCONTROLLED OUT OF THE OVERCAST. AT ABOUT 1,000 FT AGL THE RIGHT AILERON SEPARATED. THE FUEL BOOST PUMPS WERE FOUND IN THE "OFF" POSITION. THE AFM STATES THAT THE BOOST PUMPS SHOULD BE ON DURING CLIMB ABOVE 10,000 FT. THE PLT HAD BEEN ENROLLED IN AN AEROSTAR TRANSITION SCHOOL THE PREVIOUS MONTH DURING WHICH A 2-HR COMBINED DEMONSTRATION/FLT EVALUATION FLT WAS CONDUCTED. THE INSTRUCTOR PLT RECOMMENDED FURTHER MULTI-ENG TRAINING.

Time (Lc1) - 1507 EST File No. - 928 4/28/84 COCKEYSVILLE.MD A/C Reg. No. N6079R Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CLIMB - TO CRUISE Finding(s) 1. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND 2. FLUID, FUEL - STARVATION 3. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation CLIMB - TO CRUISE Finding(s) 5. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE 6. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT.SPATIAL DISORIENTATION - PILOT IN COMMAND. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND 8. Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation DESCENT - UNCONTROLLED Finding(s) 9. FLIGHT CONTROL, AILERON - OVERLOAD 10. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND 11. FLIGHT CONTROL.AILERON - SEPARATION 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) 1,2,3,6,7,9,10 Factor(s) relating to this accident is/are finding(s) 4,5,8

Brief of Accident

asic Information							
Type Operating Certificate-ON-DEMA	ND AIR TAXI	Aircraf SUBSTAI	t Damage	Fatal		uries Minor	None
Type of Operation -FERRY		Fire		rew 0			1
Flight Conducted Under -14 CFR		NONE	Pa	ass O	0	0	0
Accident Occurred During -APPROAC	H 						
ircraft Information							
Make/Model - PIPER AEROSTAR 600		Make/Model - LY		1J5 EL	T Installed		
Landing Gear - TRICYCLE-RETRACTAB Max Gross Wt - 6600	LE NUM	ber Engines - 2 ine Type - RE		-D	Stall Warn	ing System	- YES
No. of Seats - 2		ed Power -					
nvironment/Operations Information							
leather Data	Itiner			Airpor	rt Proximity		
Wx Briefing - FSS		Departure Point		ON A	IRPORT		
Method - IN PERSON Completeness - FULL		LUMBUS, OH					
Basic Weather - IMC		nation ME AS ACC/INC		Airport	IAC/OAKLAND		
Wind Dir/Speed- 140/010 KTS	34	ME AS ACC/INC			way Ident	- 09R	
Visibility500 SM	ATC/Ai	rspace			way Lth/Wid		150
Lowest Sky/Clouds - 100 FT		of Flight Plan			way Surface		
Lowest Ceiling - 100 FT	OBSCURED Type	of Clearance	- IFR	Runv	way Status	- WET	
Obstructions to Vision- FOG Precipitation - DRIZZLE	Type	Apch/Lndg	- ILS-COMPLETE				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age -		Medical Certif			WAIVERS/LIM	IT
Certificate(s)/Rating(s)		light Review		light Time			_
		it - YES	Total ·			24 Hrs -	3
SE LAND, ME LAND		Since - 4 Ift Type - PA-60	Make/Model Instrument			30 Days- UN 90 Days-	
	Arrera	art type FA 60	Multi-Eng		Last	50 Days	103
Instrument Rating(s) - AIRPLA							
Jarrative							
NG AN ILS APCH, THE ACFT COLLIDED WI	TH TREETORS WHIL	E IT WAS SLIGHTL	V LEET OF THE AD			I F	
R. THE PLT CONTINUED TO FLY THE ACF							
DOWN, THE ACFT VEERED TO THE RIGHT							

HAD BEEN COCKED AT TOUCHDOWN. THE PLT STATED THAT SHE WAS CHASING THE NEEDLE DEFLECTION WHILE ON THE ILS APCH & WAS NOT PROPERLY OBSERVING THE ALTIMETER WHEN THE ACFT HIT THE TREES. THE DECISION HEIGHT FOR THE ILS APCH WAS 1180 FT MSL. THE ARPT ELEVATION WAS 980 FT MSL.

- - -

. File No. - 834 4/04/84 PONTIAC,MI A/C Reg. No. N3645T Time (Lc1) - 0722 EST _____ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER CONDITION - FOG 3. WEATHER CONDITION - RAIN 4. WEATHER CONDITION - BELOW APPROACH MINIMUMS 5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND 6. DECISION HEIGHT - NOT IDENTIFIED - PILOT IN COMMAND 7. OBJECT - TREE(S) 8. LANDING GEAR, MAIN GEAR - OVERLOAD ______ Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 9. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 10. 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) 5,6

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

Make/Model - CESSNA 172D Eng Make/Model - CONTINENTAL 0-300-D ELT Insta Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Max Gross Wt - 2150 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 145 HP Finvironment/Operations Information Weather Data Airport Proxi Wx Briefing - FSS Last Departure Point ON AIRPORT Method - TELEPHONE SAME AS ACC/INC Airport Data Wind Dir/Speed- 300/010 KTS URBANA,IL HURON MEMOR Wisibility - 15.0 SM ATC/Airspace Runway Iden Visibility - 15.0 SM ATC/Airspace Runway Surf Ubstructions to Vision NONE Type of Flight Plan - NONE Runway Surf Condition of Light DAYLIGHT - 32 Medical Certificate - VALID MEDI Personnel Information Pipet Apch/Lndg - NONE Flight Time (Hours) Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES SE LAND SE LAND Months Since - 9 <td< th=""><th>0 0 0 0</th><th>1</th></td<>	0 0 0 0	1
Aircraft Information Make/Model - CESSNA 172D Landing Gear - TRICYCLE-FIXED No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Same AS ACC/INC Completeness - FULL Destination Airport Data Basic Weather - VMC Wind Dir/Speed- 300/010 KTS Visibility - 15.0 SM Lowest Ceiling - NONE Lowest Ceiling - NONE Precipitation - NONE Presonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Airport DATE Precipitation - NONE Current - YES SE LAND NUME SE LAND NUME NU		1
Weather Data Itinerary Airport Proxi Wx Briefing -FSS Last Departure Point ON AIRPORT Method -TELEPHONE SAME AS ACC/INC ON AIRPORT Completeness - FULL Destination Airport Data Basic Weather - VMC URBANA,IL HURON MEMOR Wind Dir/Speed-300/010 KTS Runway Idem Runway Lth/ Visibility - 15.0 SM ATC/Airspace Runway Lth/ Lowest Sky/Clouds - CLEAR Type of Flight Plan NONE Runway Surf Lowest Ceiling - NONE Type of Clearance - NONE Runway Stat Obstructions to Vision NONE Type Apch/Lndg - NONE Precipitation - NONE Candition of Light DAYLIGHT -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Months Since - 9 Make/Model- 45 L Aircraft Type - UNK/NR Instrument- 5 L Aircraft Type - UNK/NR Instrument- 5 L<	led/Activated arning System	- YES/NO
Pilot-In-Command Age - 32 Medical Certificate - VALID MEDI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 89 L SE LAND Months Since 9 Make/Model- 45 L Instrument Rating(s) - NONE -Narrative ER TRAVELING 100-150 FT ON THE TAKEOFF ROLL, THE RGT BRAKE SEIZED & THE ACFT VEERED SHARPLY TO THE RGT ARTED THE RWY & WENT INTO A MUDDY AREA WHERE THE NOSE GEAR COLLAPSED & THE ACFT NOSED DOWN. THE PLT RE	AL - 03 11d - 3500/ Ice - ASPHALT	75
-Narrative FR TRAVELING 100-150 FT ON THE TAKEOFF ROLL, THE RGT BRAKE SEIZED & THE ACFT VEERED SHARPLY TO THE RGT ARTED THE RWY & WENT INTO A MUDDY AREA WHERE THE NOSE GEAR COLLAPSED & THE ACFT NOSED DOWN. THE PLT RE	AL-WAIVERS/LIM 1st 24 Hrs - 1st 30 Days- UN 1st 90 Days-	о
-Narrative ER TRAVELING 100-150 FT ON THE TAKEOFF ROLL, THE RGT BRAKE SEIZED & THE ACFT VEERED SHARPLY TO THE RGT ARTED THE RWY & WENT INTO A MUDDY AREA WHERE THE NOSE GEAR COLLAPSED & THE ACFT NOSED DOWN. THE PLT RE		
RE WERE 200 FT LONG SKID MARKS ON THE RWY FROM THE RGT TIRE. HE ALSO REPORTED THAT THE PINS ON THE BRA SE WHICH ALLOWED IT TO MOVE & SUBSEQUENTLY SEIZE.	ORTED THAT	

4/20/84 BAD AXE,MI A/C Reg. No. N2472U Time (Lcl) - 1215 EST File No. - 929 Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION TAKEOFF - GROUND RUN Phase of Operation Finding(s) 1. LANDING GEAR, NORMAL BRAKE SYSTEM - BINDING (MECHANICAL) _____ LOSS OF CONTROL - ON GROUND Occurrence #2 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND _____ Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND 5. TERRAIN CONDITION - WET 6. TERRAIN CONDITION - SOFT _____ Occurrence #4 NOSE GEAR COLLAPSED Phase of Operation TAKEOFF Finding(s) 7. LANDING GEAR, NOSE GEAR - OVERLOAD _____ NOSE DOWN Occurrence #5 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) 5,6

Brief of Accident

Basic Information		ft Domogo		Triur	ion	
Type Operating Certificate-NONE (GENERAL		ft Damage ANTIAL	Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL			rew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	P	ass O	1	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - BELL 47G	Eng Make/Model - F	RANKLIN 6VS 335A	ELT	Installed/A	ctivated	- NO -N/
Landing Gear - FLOAT	Number Engines -			Stall Warnin	g System	- NO
Max Gross Wt - 2450	Engine Type - F	_	BURETOR			
No. of Seats - 2	Rated Power -	225 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	nt	OFF AI	RPORT/STRIP		
Method - N/A	BALD ISLAND, MI					
Completeness - N/A	Destination		Airport [Data		
Basic Weather ~ VMC	LOCAL					
Wind Dir/Speed- 315/015 KTS					N/A	
Visibility - 20.0 SM	ATC/Airspace			/Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plar			/ Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	/ Status -	WATER -	CHUPPY
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STUP				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 40	Medical Certif	inche VALT			/
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (H		WAIVERS,	/ [] [] []
COMMERCIAL	Current - YES		- 7647		Hre -	4
SE LAND, ME LAND	Months Since - 4	Make/Model	- 47	Last 30	Days- U	
HELICOPTER	Aircraft Type - UNK/N	IR Instrument	- 814	Last 90	Days-	
······································		Multi-Eng			aft -	
Instrument Rating(s) - NONE						
Narrative						

MANEUVERS. ON THE 3RD FLT, HE MADE SEVERAL WATER TAKEOFFS & LANDINGS. THEN WHILE ON A LANDING, THE HELICOPTER BEGAN TO ROLL QUICKLY TO THE RIGHT. HE APPLIED LEFT CYCLIC & UP COLLECTIVE, BUT THE ROTOR BLADES STRUCK THE WATER. THE HELICOPTER ROLLED INVERTED, BUT CONTINUED TO BE SUPPORTED BY THE FLOATS. THE PASSENGER SUFFERED WATER INJESTION & WAS HOSPITALIZED. THE PLT ESTIMATED THAT THE WIND WAS FROM THE NORTHWEST AT 15 KTS.

File No 959	5/28/84 DRUMMOND ISLAND,MI	A/C Reg. No. N10174	Time (Lc1) - 1615 EDT
Occurrence ROLL	OVER		
	ING - FLARE/TOUCHDOWN		
Finding(s)			
1. PLANNING-DECISION - IN 2. WEATHER CONDITION - HI	MPROPER - PILOT IN COMMAND		
3. TERRAIN CONDITION - WA	ATER, ROUGH		

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

asic Information Type Operating Certificate-NONE (GENERAL		nnoft Demogra		Ini	Indoa	
Type operating certificate-none (General		craft Damage BSTANTIAL	Fatal	Serious	uries Minor	None
Type of Operation -INSTRUCTIONAL			rew 0	0	0	1
Flight Conducted Under -14 CFR 91	NO		ass 0	ŏ	ŏ	ò
Accident Occurred During -LANDING				-	•	
ircraft Information						
Make/Model - CESSNA 152	Eng Make/Model	- LYCOMING 0-235-L2	C EL	T Installed,	Activated/	- UNK/N
Landing Gear - TRICYCLE-FIXED	Number Engines			Stall Warn	ing System	- YES
Max Gross Wt - 1670	Engine Type	 RECIPROCATING-CAR 	BURETOR			
No. of Seats - 2	Rated Power	- 110 HP.				
nvironment/Operations Information						
leather Data	Itinerary			t Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure P SAME AS ACC/IN		ON A	IRPORT		
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LOCAL		MARI	NE CITY		
Wind Dir/Speed- 060/008 KTS			Runw	ay Ident	- 04	
Visibility - 20.0 SM	ATC/Airspace		Runwa	ay Lth/Wid	- 2248/	100
Lowest Sky/Clouds - 4000 FT SCAT1	TERED Type of Flight P	1an - NONE	Runw	ay Surface	- ASPHALT	
Lowest Ceiling - NONE	Type of Clearanc	e - NONE	Runw	ay Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTE	RN			
Precipitation - NONE		TOUCH AND GO				
Condition of Light - DAYLIGHT						
Personnel Information	· · · · · · · · · · · · · · · · · · ·					
Pilot-In-Command	Age - 53	Medical Certif			WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		light Time			
STUDENT	Current - N/		- 62		24 Hrs -	
	Months Since - N/				30 Days- U	
	Aircraft Type - N/	A Instrument	- O	Last	90 Days- U	NK/NR
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE						
larrative						
TUDENT PLT REACHED DOWN TO ADJUST THE TR						
ED HARD, 2 TIMES, & THE STUDENT MADE A GO						
THE NEXT LANDING. DURING THE LANDING ROL	LL-OUT, THE ACFT NOSED	DOWN. THE PROP, ENG	G COWL, FIRE	WALL, ENG M	OUNT &	
WING TIP WERE DAMAGED.						
$\mathbb{L}^{(n)} = \mathbb{E} \left\{ \mathbb{E} \left\{ \mathbb{E} \right\} \right\}$						
					1.1570.0	

File No 8	28 6/11/84	MARINE CITY,MI	A/C Reg. No. N4857B	Time (Lc1) - 1530 ED	T
Occurrence #1 Phase of Operation	HARD LANDING LANDING				
4. LIFT-OFF - INAD 5. REMEDIAL ACTION 6. LANDING GEAR,NO	IMPROPER USE OF - E OF EQUIPMENT/AIR VERTENT - PILOT IN - DELAYED - PILOT SE GEAR - OVERLOAD PER - PILOT IN COM	PILOT IN COMMAND CRAFT,DIVERTED ATTENTIC COMMAND IN COMMAND MAND	DN - PILOT IN COMMAND		
Occurrence #2 Phase of Operation					
Probable Cause					

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

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

1

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Brief of Accident

File No 93	32 6	/13/84	TROY,MI		A/C Reg.	No. N1394H		Tin	ne (Lcl) -	1145	EDT	
-Basic Information Type Operating Type of Operat Flight Conducte Accident Occurr	Certifica ion ed Under	-PERSO -14 CF	NAL R 91	VIATION)	Aircraft D SUBSTANTI Fire NONE	AL	Fa rew ass	ta1 0 0	Injur Serious O O	ies Mino O O		None 1 0
-Aircraft Informat Make/Model Landing Gear Max Gross Wt No. of Seats	- ROBERT J - TAILWHEE - UNK/NR			Eng Make/Moo Number Engir Engine Type Rated Power	nes - 1 - RECIP	WAGON 1850 C ROCATING-CAR R			nstalled/A all Warnir			
-Environment/Opera Weather Data Wx Briefing Method Completeness Basic Weather Wind Dir/Spee Visibility Lowest Sky/C Lowest Ceilin Obstructions Precipitation Condition of	- NO REC - N/A - N/A - VMC ed- 230/00 - 7.0 louds - ng to Vision	ORD OF B 5 KTS 5 SM 4000 - 4000 - HAZE	RIĖFING FT FT BROKEN	Itinerary Last Departur SAME AS ACC Destination LOCAL ATC/Airspace Type of Fligh Type of Clear Type Apch/Lno	C/INC nt Plan - N rance - N	ONE	A i rp B Ri Ri Ri Ri Ri	N AIRPO ort Da IG BEAN unway 1 unway 1 unway 9	ta /ER AIRPOR	27 2400 ASPHA		40
-Personnel Informa Pilot-In-Comman Certificate(s PRIVATE SE LAND Instrument	d)/Rating(s		Bi	ge - 26 ennial Flight Rev Current Months Since Aircraft Type	view - YES - 8 - UNK/NR	Total	light Ti - 145 - 9 - 4	me (Hou	urs) Last 24	Hrs -) Days-) Days-	UNK/	9 /NR 31

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WAS NOT EQUIPPED WITH CARBURETOR HEAT.

and the second second

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THE ACFT COLLIDED WITH A FENCE. THE SPARK PLUGS & EXHAUST PIPES WERE REPORTEDLY COVERED WITH BLACK SOOT. THE CARBURETOR

File No. - 932 6/13/84 TROY,MI A/C Reg. No. N1394H Time (Lc1) - 1145 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 1. CARBURETOR HEAT CONTROL - LACK OF 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 3. FUEL SYSTEM, CARBURETOR - ICE Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. ENGINE ACCESSORIES, ENGINE STARTER - LACK OF 5. STARTING PROCEDURE - NOT POSSIBLE -. Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 6. OBJECT - VEHICLE 7. OBJECT - FENCE ---------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) 2,6,7

Landing Gear - UNK/NR Number Engines - N/A Stall Warning System - UNK/NR Max Gross Wt - 660 Engine Type - N/A No. of Seats - 1 Enternation Funironment/Operations Information Weather Data I Itinerary Airport Proximity Weather Data USA Destination Airport Data Basic Weather - WA Destination Airport Data Basic Weather - WK LOCAL HILLSDALE Runway Ident - N/A Wind Dir/Speed- 060/005 KTS Runway Ident - N/A Lowest Sky/Clouds - 4000 FT THIN 0VC Type of Flight Plan - NONE Runway Ident - N/A Lowest Sky/Clouds - 4000 FT THIN 0VC Type of Clearace - NONE Runway Surface - N/A Destructions to Vision - NONE Type Apch/Lndg - PRECAUTIONARY LANDING Precipitation - NONE Type Apch/Lndg - PRECAUTIONARY LANDING Precipitation - NONE Type Apch/Lndg - PRECAUTIONARY LANDING Precipitation - NONE Type Apch/Lndg - PRECAUTIONARY LANDING Condition of Light - DAYLIGHT -Personnel Information PriotinCommand Aircoff - YES Total - 122 Last 24 Hrs - UNK/NR MONE GLIER Aircraft Type - UNK/NR Instrument - O Last 90 Days - 15 Instrument Rating(s) - NONE -Narrative PLI STATED THAT THE THERMALS DISSIPATED & HE HAD TD MAKE AN OFF ARPT LANDING. THE LANDING WAS MADE IN A FIELD OF L GRASS & THE LEFT WING CONTACTED THE GRASS FIRST RESULTING IN A 90 DEG GROUND LOOP. THE AFT FUSELAGE SECTION ARATED.	Type Operating Certificate-NDNE (GENERAL AVIATION) Aircraft Danage Injuries SUBSTANTIAL Fatal Serious Minor None Fight Conducted Under -14 CFR 91 NDNE Pass 0 0 0 0 Accident Occurred During -LANDING Aircraft Information Make/Model - GLASFLUGEL LIBELLE Eng Make/Model - N/A ELT Installed/Activated - NO -N/A Landing Gear - UNK/NR Number Engines - N/A Max Gross Nt - 660 Engine Type - N/A No. of Seats - 1 Rated Power - N/A No. of Seats - 1 Rated Power - N/A Water Data No Fosats - 1 NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Wather Data Basic Weather - VNC LOCAL DEAL DEAL DEAL DEAL Rated Power - NONE Airport Proximity Wird Dirfs Speed - OS/OS KTS Visibility - 7.0 SM ATC/Airspace NONE Runway Lident - N/A Lowest Sty/Clouds - 4000 FT THIN OVC Type of Flight Plan - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Dostioner NoNE Type AC/Light Personnel Information Priotinetion - NONE Current - VES Total - 122 Last 24 Hrs - UNK/NR AGross & Total Since - 1 None NONE Type of Clearance - NONE Runway Status - N/A Completeres NONE Type of Clearance - NONE Runway Status - N/A Lowest Sty/Clouds - 4000 FT THIN OVC Type of Clearance - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Lowest Sty/Clouds - 4000 FT THIN OVC Type of Clearance - NONE Runway Status - N/A Lowest Sty/Clouds - 4000 FT THIN OVC Type of Clearance - NONE Runway Status - N/A Lowest Status - NONE Type of Clearance - NONE Runway Status - N/A Lowest Station - NONE Type of Clearance - NONE Runway Status - N/A Lowest Status - NONE Type of Clearance - NONE Runway Status - N/A Lowest Status - NONE Type of Clearance - NONE Runway Status - N/A Lowest Status - NONE Type of Clearance - NONE Runway Status - N/A Lowest Status - NONE Type of Clearance - NONE Runway Status - N/A Lowest Status - NONE Current YES Total - 122 Last 24 Hrs - UNK/NR NOTE NONE Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 15 Instrument Rating(s) - NONE Instrument Rating(s) - NONE I	File No 9	19 7/0	01/84 OSSEC),MI	A/C Reg	No. N1106B	ד	ime (Lcl)	1615 ED)T
Type of Operation -PERSONAL Fire Crew 0 0 0 0 1 Flight conducted Under -14 CFR 91 Accident Occurred During -LANDING -Aircraft Information Make/Model - GLASFLUGEL LIBELLE Eng Make/Model - N/A ELT Installed/Activated - NO -N/A Make/Model - GLASFLUGEL LIBELLE Eng Make/Model - N/A ELT Installed/Activated - NO -N/A Make/Model - GLASFLUGEL LIBELLE Eng Make/Model - N/A Stall Warning System - UNK/NR Max Gross Wt - G60 Engine Type - N/A Stall Warning System - UNK/NR Wethod - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STIP We thod - N/A ECORD OF BRIEFING LOCAL ECOLO Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL RUNAY UNAY UNAY UNAY UNAY UNAY UNAY UNAY	Type of Operation -PERSDNAL Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 91 NDNE Pass 0 0 0 Accident Occurred During -LANDING NDNE Pass 0 0 0 0 Aircraft Information Make/Model - N/A ELT Installed/Activated - NO -N/A Stall Warning System - UNK/NR Max Gross Nt - 660 Engine Type - N/A Stall Warning System - UNK/NR Max Gross Nt - 660 Engine Type - N/A Stall Warning System - UNK/NR Was Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Wethod - - N/A MONTPELIER, 0H Airport Proximity Wind Dir/Speed- C60/ODS KTS UCCAL Runway Ident - N/A Visibility - 7.0 SM ATC/Airspace Runway Status - N/A Completeness - N/A DOOF T THIN OVE Type of Clearance - NONE Runway Status - N/A Uewest Calling - NONE Type Apch/Lndg - PECAUTIONARY LANDING - N/A Precipitation - NONE Type Apch/Lndg - PECAUTIONARY LANDING - N/A Precipitation of Light - DAVLIGHT Curre			e-NONE (GENERA	AL AVIATION)			Fatal			None
Accident Occurred During -LANDING -Altcraft Information	Accident Occurred During -LANDING Aircraft Information	Type of Operat	ion	-PERSONAL							
-Airorafi Information Mike/Model - N/A ELT Installed/Activated - NO -N/A Max Gross Wt - G60 Engines - N/A Stall Warning System - UNK/NR Max Gross Wt - G61 Engines - N/A Stall Warning System - UNK/NR Weather Data Itinerary Airport Proximity OFF AIRPORT/STRIP Weather Data Users - N/A Destination Basic Weather - N/A Destination Airport Data Basic Weather - N/A Wind Dir/Speed - G60/GOS KTS Rumway Ident - N/A Lowest Sky/Clouds - 4000 FT HIN OVC Type of Flight Plan - NONE Rumway Ident - N/A Users Sky/Clouds - 4000 FT HIN OVC Type of Flight Plan - NONE Rumway Surface - N/A Destination - NONE Type of Clearance - NONE Rumway Status - N/A Destination - NONE Type of Clearance - NONE Rumway Status - N/A Dobstructions to Vision - NONE Type Apch/Lndg - PRECAUTIONARY LANDING Precipitation - NONE Age - 46 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennia Flight Review Flight Time (Hours) PRIOTING Age - 15 Total - 122 Last 24 Hrs - UNK/NR NONE Current - YES Total - 122 Last 24 Hrs - UNK/NR NONE Current - YES Total - 122 Last 24 Hrs - UNK/NR NONE Current - YES Total - 122 Last 30 Days - UNK/NR NONE Alter Alte	Aircraft Information Marg/Modig Gaer - UNK/NR Number Engines - N/A ELT Installed/Activated - NO -N/A Stall Warning System - UNK/NR Max Gross - UNK/NR No. of Seats - 1 Finerary Airport Proximity Weather Data I Linerary Airport Proximity Weather Data I Linerary Airport Proximity Weather Data I Linerary Airport Deta Destination Basic Weather - VMC UCCL HILSDALE Wind Dir/Speed OG0/ODS KTS Runway Ident - N/A Lowest Sky/Clouds - 4000 FT THN DVC Type of Flight Plan - NONE Runway Lifvid - N/A Lowest Sky/Clouds - 4000 FT THN DVC Type of Clearance - NONE Runway Surface - N/A Destination - NONE Type Apch/Lndg - PRECAUTIONARY LANDING Precipitation Precipitation Presonnel Information Personnel Information Parative PLT STATED THAT HE THERMALS DISSIPATED & HE HAD TO MAKE AN OFF ARPT LANDING. THE LANDING WAS MADE IN A FIELD OF RATE AND ANDE THE RESULTING IN A 90 DEG GROUND LOOP. THE AFT FUSELAGE SECTION RATED.	Accident Occur	red During	-LANDING		NONE	Pas	s O	0	0	0
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	PAGE 214										

Reg. No. N1106B	Time (Lcl) - 1615 EDT

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) 4

Brief of Accident

Basic Information		Damaga		Tadua		
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft SUBSTANT		Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	-	ŏ	, O	ŏ
Accident Occurred During -LANDING				-	-	
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Mode1 - LYCO	MING 0-235-L2C		nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			all Warnin	g System	ı - YES
Max Gross Wt - 1670		PROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power - 1	10 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AIF	PORT/STRIP		
Method - N/A	GRANDLEDGE, MI					
Completeness - N/A	Destination		Airport Da	ita		
Basic Weather - VMC	SAME AS ACC/INC		BISHOP	T -1 4		
Wind Dir/Speed- 220/010 KTS					N/A	
Visibility - 14.0 SM	ATC/Airspace				N/A N/A	
Lowest Sky/Clouds - 25000 FT SCATT Lowest Ceiling - NONE	Type of Clearance -				N/A N/A	
Obstructions to Vision- NONE	Type of Clearance - Type Apch/Lndg -		Runway	status -	N/A	
	Type Apch/Lhag -	FURCED LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 32 M	edical Certifica	te - VALID	MEDICAL-NO		S/LINTT
	Biennial Flight Review		ht Time (Ho			, L 1
ATP,CFI	Current - YES		5378		Hrs -	7
SE LAND, ME LAND, SE SEA	Months Since - 12	Make/Model-	380	Last 30		
HELICOPTER	Aircraft Type - UNK/NR		635	Last 90	-	
		Multi-Eng -	1323	Rotorcr	aft -	
Instrument Rating(s) - AIRPLANE						

IN AS FAR AS IT SHOULD HAVE. HE CHECKED TO MAKE SURE NO FUEL WAS LEAKING & DECIDED TO TAKE OFF. EN ROUTE, HE SMELLED FUEL VAPORS. THE ENG QUIT AS THE PLT WAS CLEARED TO LAND BY FLINT TOWER. THE FUEL TANKS WERE FOUND EMPTY. WITNESSES AT THE ACCIDENT SITE REPORTED THAT THE FUEL STRAINER HANDLE WAS NOT FULLY SEATED. THE FLT HAD DEPARTED WITH AN ESTIMATED 6-1/2 GALS OF FUEL ON BOARD ABOUT 15 MIN PRIOR TO THE ACCIDENT.

File No. - 904 7/08/84 FLINT.MI A/C Reg. No. N49185 Time (Lcl) - 1810 EDT ---------Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH inding(s) 1. FUEL SYSTEM,STRAINER - NOT ENGAGED Finding(s) and the second 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. FUEL SYSTEM, STRAINER - LEAK 4. FLUID, FUEL - FUMES 5. FLUID, FUEL - EXHAUSTION Öccurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE GEAR COLLAPSED The second se Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN 7. LANDING GEAR, NOSE GEAR - OVERLOAD -). _____ an princi ----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 PAGE 217

Brief of Accident (Continued)

an tanàna amin'ny fisiana amin'ny fisiana. Ny INSEE dia mampina mampina mampina mandritra dia kaominina dia kaominina dia kaominina dia kaominina dia kaomi

Brief of Accident

7/14/84 A/C Reg. No. N2492B File No. - 922 ALMONT.MI Time (Lc1) - 1645 EDT _____ ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None Type of Operation -PERSONAL Fire Crew 0 0 0 1 -14 CFR 91 Flight Conducted Under NONE Pass 0 0 0 1 Accident Occurred During -LANDING ----Aircraft Information----Make/Model - PIPER PA-38-112 Eng Make/Model - LYCOMING 0-235-L2C ELT Installed/Activated - YES/YES Stall Warning System - YES Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 3600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 115 HP ----Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP - UNK/NR Method MACKINAC ISLAND.MI Completeness - FULL Airport Data Destination Basic Weather - VMC FRASER.MI ALMONT Wind Dir/Speed- 240/014 KTS Runway Ident - N/A Runway Lth/Wid - N/A Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds -4000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A - 25000 FT OVERCAST Type of Clearance - NONE Lowest Ceiling Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT ----------Personnel Information----Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Certificate(s)/Rating(s) PRIVATE Current - YES Total -138 Last 24 Hrs --5 SE LAND Months Since - 3 Make/Model-73 Last 30 Davs- UNK/NR Aircraft Type - UNK/NR Instrument-3 Last 90 Davs-34 Instrument Rating(s) - NONE ----Narrative----ON 7/13, THE PLT DEPARTED FRASER, MI, WITH FULL FUEL TANKS & FLEW TO LAKES OF THE NORTH. THE NEXT DAY HE FLEW TO MACKINAC ISLAND. HE THEN DEPARTED MACKINAC ISLAND WITHOUT REFUELING. NEAR FLINT, MI, THE PLT CONTACTED APCH CONTROL & INFORMED THEM HE WAS LOW ON FUEL. WHILE RECEIVING VECTORS TO ALMONT ARPT, THE ENG QUIT DUE TO FUEL EXHAUSTION & THE ACFT LANDED IN A WHEAT FIELD AND WAS DAMAGED. PAGE 218

File No 9	22 7/14/84 ALMONT,M3	Ι Α,	/C Reg. No. N2492B	Time (Lc1) - 1645 E	DT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON- APPROACH	-MECHANICAL			
 REFUELING - NOT FLUID,FUEL - EX 	ING/PREPARATION - INADEQUATE PERFORMED - PILOT IN COMMANE	- PILOT IN COMMAND			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY	an an Arakan ing Kabupatèn kalèngén kalèngén kalèngén kalèngén kalèngén kalèngén kalèngén kalèngén kalèngén ka Pangana kalèngén kalèn			
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH TE LANDING - FLARE/TOUCHDOWN	ERRAIN			
Finding(s) 5. TERRAIN CONDITI	ON - CROP				
Probable Cause		~ ~ ~			
The National Transpo is/are finding(s) 1,	rtation Safety Board determir 2,3,4	nes that the Probable	e Cause(s) of this acci	dent	
Factor(s) relating t	o this accident is/are findir	ng(s) 5		: :	

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File No 921	7/1	6/84 ALP	ENA,MI	A/C Reg.	No. N8684U		Time (Lcl)	- 0005 ED1	r
-Basic Information- Type Operating C		-NONE (GENE	RAL AVIATION)	Aircraft D SUBSTANTI		Fatal	Inju Serious		None
Type of Operatio Flight Conducted Accident Occurre	Under d During	-INSTRUCTIO -14 CFR 91 -LANDING	NAL	Fire NONE	Crew Pass	-	0 0	0 0	2 0
-Aircraft Informati	ON CESSNA 172 TRICYCLE-F	-	5		NENTAL 0-300-D Rocating-carbur 5 Hp		Installed/ Stall Warni		
Method Completeness	- FSS - UNK/NR - WEATHER - VMC - VARIABLE - 10.0 uds - - o Vision-	NOT PERTINE SM 5000 FT SC NONE NONE NONE	SAME AS NT Destinatio LOCAL ATC/Airspac ATTERED Type of C Type Apch	e light Plan - N learance - N n/Lndg - T		ON AI Airport PHELP Runwa Runwa Runwa	S COLLINS y Ident y Lth/Wid y Surface	- 10 - 9000/ - ASPHALT - DRY	150
-Personnel Informat Pilot-In-Command Certificate(s)/ COMMERCIAL,C SE LAND,ME L	Rating(s) FI		Age - 46 Biennial Flight Current Months Sinc Aircraft Ty	Review - YES		ht Time (1553 142 477	Hours) Last 2 Last 3	AIVERS/LIM 4 Hrs - 0 Days- UM 0 Days-	2
Instrument R	ating(s)	- AIRPLANE							
Narrative E PLT STATED THAT WH E DEER & THE LEFT MA						IE RWY. TH	E ACFT COLL	IDED WITH	
								n Tan	
			ΡΔ	E 220					

Brief of Accident (Continued) 7/16/84 File No. - 921 ALPENA.MI A/C Reg. No. N8684U Time (Lc1) - 0005 EDT IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. OBJECT - ANIMAL(S) Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Findina(s) 3. LANDING GEAR, MAIN GEAR - OVERLOAD Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING Finding(s) 4. DIRECTIONAL CONTROL - NOT POSSIBLE -5. GROUND LOOP/SWERVE - UNCONTROLLED -----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 PAGE 221

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Inju	ries	
		DESTROYED		Fatal	-		None
Type of Operation -GLIDER TOW		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	ò	õ	õ	õ
Accident Occurred During -APPROACH			Other	-	1	1	õ
-Aircraft Information							
Make/Model - PIPER PA-18A	Eng Make/Mod	el - LYCOMING 0-3	320-A3B	ELT	Installed/	Activated	- NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engin	es - 1		S	tall Warni	ng System	- YES
Max Gross Wt - 1500	Engine Type	- RECIPROCATIN	NG-CARBURE	TOR			
No. of Seats - 2	Rated Power						
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFI	IG Last Departur	e Point		OFF AI	RPORT/STRI	Р	
Method - N/A	SAME AS ACC.	/INC					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			CARLET	ON		
Wind Dir/Speed- 18C/005 KTS				Runway	Ident	- 36	
Visibility - 7.0 SM	ATC/Airspace			Runway	Lth/Wid	- 2560/	300
Lowest Sky/Clouds - 5000 FT TH	NOVC Type of Fligh	t Plan - NONE		Runway	Surface	- GRASS/TU	JRF
Lowest Ceiling - NONE	Type of Clear	ance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	g - TRAFFIC	PATTERN				
Precipitation - NONE		_					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 60			e – UNK/N			
Certificate(s)/Rating(s)	Biennial Flight Rev			nt Time (H			
COMMERCIAL	Current -			4074		4 Hrs -	
SE LAND, ME LAND	Months Since -	11 Make	/Model-	165	Last 3	0 Days- U	NK/NR
GLIDER	Aircraft Type -		rument-		Last 9	0 Days-	8
		Mult	i-Eng -	2965			
Instrument Rating(s) - AIRPLANE							
-Narrative							
TOW PLANE AND THE SAILPLANE IT HAD TOWER							
SUPPOSED TO FOLLOW THE SAILPLANE TO LAND							W
ON THE HEADING OF THE BASE LEG. ACCORDIN		LIDER, THE TOW PL	LT WAS LOC	DKING "AHE	AD AND TO	THE LEFT"	
T BEFORE THE COLLISION. THERE WERE NO RAD	DIUS IN EITHER ACFT.						

6/09/84 File No. - 838 STANTON, MN A/C Reg. No. N1015A Time (Lc1) - 0940 CDT _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #1 MIDAIR COLLISION Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 1. COMMUNICATIONS EQUIPMENT - NOT ATTAINED -2. LIGHT CONDITION - SUNGLARE 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT 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) 3,4

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

Brief of Accident

Basic Informatio		e-NONE (GENER		Aircraft I	Jamade			In	iuries	
Type operating		LE NONL (GLNLK)	AC AVIATION)	DESTROYE			Fatal	Serious		None
Type of Opera	tion	-INSTRUCTION	AL.	Fire		Crew	0	1	1	0
Flight Conduc		-14 CFR 91		NONE		Pass	0	0	0	0
Accident Occu	red During	-APPROACH				Other	1	0	0	0
Aircraft Informa	ation									
Make/Mode1	- SCHLEICHE	ER AS-K13	Eng Make	e/Model - N/A			ELT	Installed	d/Activated	- NO -N,
Landing Gear	- UNK/NR		Number E	Engines - N/A			5	itall Warr	ning System	- NO
Max Gross Wt				ype - N/A						
No. of Seats	- 2		Rated Pc	ower - N/A						
Environment/Ope	ations Info	ormation								
Weather Data			Itinerary					Proximity		
W× Briefing		ORD OF BRIEFING	•	arture Point			OFF A]	RPORT/ST	RIP	
Method	- N/A		STANTON	•						
Completenes			Destinatio	on		4	lirport [
Basic Weather			LOCAL				CARLET			
Wind Dir/Sp								Ident	- 36 - 2560/	000
Visibility Lowest Sky/0	- 7.0		ATC/Airspac N OVC Type of F				,, ,		- 2560/ - GRASS/T	
Lowest Ceil		- NONE		learance -				Status		UKI
Obstruction			Type Apch		TRAFFIC PATT	FRN	Kariway	Status	DICT	
Precipitatio			Type Apor	i, Enag		21111				
Condition o										
Personnel Infor	mation									
Pilot-In-Comma	nd		Age - 40	M	edical Certi	ficate	e - VALIC	MEDICAL	-WAIVERS/LI	MIT
Certificate()	Biennial Flight	t Review		Flight	t Time (H	lours)		
COMMERCIA	L,CFI		Current	- YES	Total				24 Hrs -	1
SE LAND			Months Sinc		Make/Mode		200		30 Days- U	
GLIDER			Aircraft Ty	/pe - UNK/NR	Instrumer	nt-	0	Last	90 Days-	49
Instrumen	t Rating(s)	- NONE								
Narrative										
	HE GLIDER IT	F HAD TOWED TO	PATTERN ALT COLL	IDED ON THE F	INAL APPROAC	H OF 1	THE TRAFF	IC PATTE	RN. THE TOW	1
			LAND AFTER ITS 1							
			DID NOT SEE THE 1							
			OVEMENT" TO HIS L	EFT. HE TURNE	D RIGHT, BUT	WAS 1	TOO LATE	TO AVOID	Α	
ISION. HE SAID	THERE WERE N	NO RADIOS IN E	ITHER ACFT.							
								. a .		

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File No 8	38 6/09/84	STANTON, MN	A/C Reg. No. N3313	Time (Lc1) - 0940 CDT
Occurrence #1 Phase of Operation			IAL	•
 VISUAL LOOKOUT LIGHT CONDITION 	- INADEQUATE - PIL - INADEQUATE - DUA - SUNGLARE	OT IN COMMAND(CFI)	\FТ	
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 2,		urd determines that t	he Probable Cause(s) of this accide	ent

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

Brief of Accident

File No	829 6,	/13/84	FAIRFAX,MN		A/C Reg.	No. N501H	:	Time (Lc1)	- 0825 0	ст
-Basic Informat Type Operatio		te-AGRICUL	TURAL AIRCRA		ircraft Da				ries	
					SUBSTANTI		Fatal	Serious		
Type of Opera			APPLICATION		ire	Cr		0	1	0
Flight Conduc Accident Occ	urred During			C	ON GROUND			0	0	0
-Aircraft Infor	mation									
Make/Model Landing Gear	- BELL 47G			Eng Make/Model Number Engines		ING IVU-435-B		Installed/ Stall Warni		
Max Gross Wt				Engine Type		ROCATING-CARB		Stall warni	ng syste	
No. of Seats				Rated Power		O HP				
-Environment/Op Weather Data	erations Inf	ormation						Duraulmit		
Wx Briefing	- FSS			inerary Last Departure	Doint			Proximity IRPORT/STRI	Р	
Method	- UNK/NR			SAME AS ACC/1			UFF A	IRPORT/STRI	F	
Completene Basic Weathe	ss - FULL		. D	estination LOCAL			Airport	Data		
	peed- 300/01	1 KTS		LOCAL			Runwa	v Ident	- N/A	
	- 15.0		ΑΤ	C/Airspace				y Lth/Wid		
	/Clouds -			Type of Flight				y Surface		
Lowest Cei		- NONE		Type of Clearar				y Status		
Obstructio	ns to Vision	- NONE		Type Apch/Lndg	- F(ORCED LANDING		· ·		
Precipitat										
Condition	of Light 	- DAYLIGHT								
-Personnel Info Pilot-In-Comm			Age -	37	Me	dical Certifi	cate - VALI	D MEDICAL~N	IO WAIVER	S/LIMIT
	(s)/Rating(s)		al Flight Revie			ight Time (
COMMERCI				irrent - Y			2562		4 Hrs -	2
SE LAND,	MELAND		Ma	onths Since -	4	Make/Model-	2055	Last 3	O Days-	UNK/NR
HELICOPT	ER		Ai	rcraft Type - l	JNK/NR	Instrument-	72	Last 9	0 Days-	60
						Multi-Eng -	16	Rotoro	raft -	2204
Instrume	nt Rating(s)	- AIRPLA								
-Narrative										
E HELICOPTER PLT										
QUARTERING TAILW KE AN AUTOROTATI										
CH RESULTED IN		HELICOPIE	R SPUN A FEW	TURNS, BUT IT	TUUCHED	DUWN HARD ENU	UGH IU RUPI	URE FUEL LI	NES	
· · · · · · · · · · · · · · · · · · ·										
4 - 1 A A			1 - 4 W		*	and a part of the		$(-\infty = -1)$	a de la companya de la	

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File No 829	6/13/84 FAIRFAX,MN	A/C Reg. No. N501H	Time (Lc1) - 0825 CDT
Occurrence #1 IN FL Phase of Operation MANEU	IGHT COLLISION WITH OBJECT VERING - AERIAL APPLICATION		
Finding(s) 1. OBJECT - WIRE,TRANSMIS 2. CLEARANCE - MISJUDGE 3. WEATHER CONDITION - TA 4. CLIMB - INADEQUATE -	D - PILOT IN COMMAND ILWIND		
Occurrence #2 FORCE Phase of Operation DESCE			
Finding(s) 5. AUTOROTATION - PERFORM	ED - PILOT IN COMMAND		
Occurrence #3 IN FL Phase of Operation LANDI	IGHT COLLISION WITH TERRAIN NG - FLARE/TOUCHDOWN		
Probable Cause			
The National Transportation is/are finding(s) 2,4	Safety Board determines that	the Probable Cause(s) of this acc	cident

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

File No 9	960 6/	18/84		FALLS, MN	A/C R	eg. No.	N751AA	т	ime (Lc1) -	1200 CD1	r
Basic Informatic Type Operating Type of Operat Flight Conduct Accident Occur	g Certificat tion ted Under	e-NONE (-PERSON -14 CFR	GENERAL AL 91		Aircraf SUBSTA Fire NONE	t Damage NTIAL	e Crew Pass		Injur Serious O O	ries Minor O O	None 1 O
Aircraft Informa	ation - CESSNA 15 - TRICYCLE- - 1670	2		Eng Ma Number	ke/Model - LY Engines - 1 Type - RE Power -	COMING (D-235-L2C	ELT S ETOR	Installed/A Stall Warnin	ng System	- YES
Environment/Oper Weather Data Wx Briefing Method Completeness Basic Weather Wind Dir/Spe Visibility Lowest Sky/O Lowest Ceil Obstructions Precipitatio Condition of	- NO RECO - N/A s - N/A - VMC eed- 360/015 - 15.0 Clouds - ing - s to Vision- on -	KTS SM CLEAR NONE NONE NONE	IEFING	SAME Destinat LOCAL ATC/Airsp Type of Type of	parture Point AS ACC/INC ion	- NONE - NONE		Airport OFF AI Airport C Runway Runway Runway		- N/A - N/A - N/A	
Personnel Inform Pilot-In-Commar Certificate(s COMMERCIAI SE LAND,ME	nd s)/Rating(s) L,CFI E LAND		B	Months Si		To Mai Ins		ht Time (H 1606 370	Last 24 Last 30) WAIVERS/ 4 Hrs -) Days- UN) Days-	3 NK/NR
Instrumen REVIOUSLY, THE ACF JAL INSTRUCTIONAL F WALKED DOWN THE F INITIATED A TAKEO OSE TO A FENCE AT STI INTO AN AREA OF NG HIT THE GROUND	FLT. THE INS FIELD & MADE DFF, BUT WAS THE END OF F 12 INCH GR	ANDED IN TRUCTOR AN "X" NOT AIR THE FIEL RASS. AT	A 1000 PLT DECI IN THE C BORNE BY D, THE F THAT TIM	FT FLD WHEN DED TO LEAVE DAMP 6 INCH T THE TIME HE PLT REALIZED	THE STUDENT ALL GRASS WHE REACHED THE HE WOULD NOT	DURING THERE & RE HE WO "X", SO BE ABLE	A SIMULATED FLY THE AC DULD ABORT HE ABORTED TO STOP IN	EMERGENCY FT BACK TO THE TAKEOF WHEN THE TIME, SO) THE ARPT. FF, IF NECES E ACFT GOT HE TURNED	SSARY.	

	60 6/18/84		A/C Reg. No. N751AA	Time (Lc1) - 1200 CDT
Occurrence #1 Phase of Operation	OVERRUN Takeoff - ground i	RUN		
3. TERRAIN CONDITI	ON - HIGH VEGETATIO	J		
Occurrence #2 Phase of Operation	LOSS OF CONTROL - TAKEOFF	ON GROUND		
	ORMED - PILOT IN CO TROL - NOT MAINTAIN	MMAND ED - PILOT IN COMMAND		
Occurrence #3 Phase of Operation				
Finding(s) 7. TERRAIN CONDITI	ON - ROUGH/UNEVEN			
Probable Cause				
Probable Cause	 rtation Safety Board		obable Cause(s) of this acc	ident
Probable Cause The National Transpo is/are finding(s) 1,	 rtation Safety Board 4			
Probable Cause The National Transpo is/are finding(s) 1, Factor(s) relating t	 rtation Safety Board 4	d determines that the Pr		
Probable Cause The National Transpo is/are finding(s) 1, Factor(s) relating t	 rtation Safety Board 4 o this accident is/a	d determines that the Pr		
Probable Cause The National Transpo is/are finding(s) 1, Factor(s) relating t	 rtation Safety Board 4 o this accident is/a	d determines that the Pr		
Probable Cause The National Transpo is/are finding(s) 1, Factor(s) relating t	 rtation Safety Board 4 o this accident is/a	d determines that the Pr are finding(s) 2,3,7		
Probable Cause The National Transpo is/are finding(s) 1, Factor(s) relating t	 rtation Safety Board 4 o this accident is/a	d determines that the Pr are finding(s) 2,3,7	obable Cause(s) of this acc	
Probable Cause The National Transpo is/are finding(s) 1, Factor(s) relating t	 rtation Safety Board 4 o this accident is/a	d determines that the Pr are finding(s) 2,3,7	obable Cause(s) of this acc	

and a second second

File No 99	55 6/	6/25/84 MAHNOMEN,MN A/C Reg. No. N6584				Time (Lc1) - 2106 CDT					
-Basic Information											
Type Operating Certificate-AGRICULTURAL AIRCRA						Injuries					
				SUBSTAN	NTIAL		Fatal	Serious			None
Type of Operat			APPLICATION	Fire		Crew	0	0	C		1
Flight Conducte				NONE		Pass	0	0	C)	0
Accident Occuri	red During	-LANDING	3								
-Aircraft Informa	tion										
Make/Model ·	- GRUMMAN O	G-164A		Eng Make/Model - P&W	V R-1340		ELT	Installed	/Activat	ed - N	0 -N//
Landing Gear	- TAILWHEEL	-ALL FIX	ED	Eng Make/Model - P&W Number Engines - 1			S	tall Warr	ning Syst	em - N	0
Max Gross Wt	- 4500				CIPROCATING-C.		TOR		0,1		
No. of Seats	- 1			5 ,	600 HP						
-Environment/Opera	tions Info										
Weather Data		Ji mation-		inonany			Ainpont	Drovimity	,		
	- NO RECO			inerary				Proximity RPORT/STR			
Method		JED OF BR.	LCT ING	Last Departure Point			UFF AI	KPUKI/516	115		
Completeness	- N/A		~	MAHNOMEN, MN			Ainment P	ata			
Basic Weather			U	estination		,	Airport D	ατα			
Wind Dir/Spee				LOCAL			D	Talaut	N1 / A		
· · ·			.+	0/0/0				Ident			
Visibility Lowest Sky/C				C/Airspace				Lth/Wid			
				Type of Flight Plan				Surface	•		
Lowest Ceilin				Type of Clearance			Runway	Status	- N/A		
Obstructions			16 - 1	Type Apch/Lndg	- FURCED LAND	ING					
Precipitation Condition of			-								
	Light	- DAYLIGH	 								
-Personnel Informa	ation										
Pilot-In-Command	d		Age -	39	Medical Cert	ificate	e - VALIC	MEDICAL-	NO WAIVE	RS/LIM	IT
Certificate(s)		al Flight Review			t Time (H				
COMMERCIAL				rrent - YES	Total				24 Hrs -	UNK/N	R
SE LAND				nths Since - 4			763	Last	30 Davs-	UNK/N	R
JE ERIO				rcraft Type - G164A	Instrume			Last	90 Days-		D
			AI	I Chart Type - G104A	Instrume	n c	15	Last	50 Days		
Instrument	Rating(s)	- NONE									
-Narrative											
				T STATED THAT THE ENG							
				LANDING. DURING THE				CH & NOSED	OVER.		
INVESTIGATION REV	EALED NO D	ISCREPANC	IES EXCEPT TH	AT THE SPARK PLUGS CO	ONTAINED A SO	OTY DEI	POSIT.				
							• • • • •	~			
									24.		
				PAGE 230							

File No 9	6/25/84	MAHNOMEN, MN	A/C Reg. No. N6584	Time (Lc1) - 2106 CDT
Occurrence #1 Phase of Operation		CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGEN			
Occurrence #3 Phase of Operation		ON WITH TERRAIN		
Finding(s) 2. TERRAIN CONDITI	ON - DITCH			
Occurrence #4 Phase of Operation	LANDING			
Probable Cause				
The National Transpo is/are finding(s) 1	ortation Safety Boar	d determines that 1	the Probable Cause(s) of this acc	cident
Factor(s) relating t	o this accident is/	are finding(s) 2		

File No 95	3 6/28	3/84 LAK	E BENTON, MN	A/C Reg	. No. N3681E		Time (Lc1)	- 0745 CD)T		
-Basic Information											
Type Operating Certificate-AGRICULTURAL AIRCRAFT				Aircraft			Injuries				
				DESTROYE	D	. a ca i	Serious		None		
Type of Operati		-AERIAL APP		Fire	Crew		0	0	1		
Flight Conducte				NONE	Pass	s 0	0	0	0		
Accident Occurr											
-Aircraft Informat											
Make/Model -		a-300	Eng	Make/Model - LYCO	MING 10-540-K16	5 FLT	Installed	/Activated	- NO -N/		
Landing Gear -				per Engines - 1			Stall Warn				
Max Gross Wt -				ine Type - RECI					,		
No. of Seats -			Rate	ed Power - 3	OO HP						
-Environment/Opera	tions Infon										
Weather Data	CIONS INTOPI		Itiner	arv		Airport	Proximity				
Wx Briefing	- NO RECORD	OF BRIFFI		Departure Point			IRPORT/STR				
Method	- N/A			KE BENTON, MN				- ·			
Completeness				nation		Airport	Data				
Basic Weather				CAL		nii por c	5414				
Wind Dir/Spee		KTS	20			Runwa	y Ident	- N/A			
Visibility			ATC/Ai	rspace			y Lth/Wid				
Lowest Sky/Cl	ouds -	5500 FT		of Flight Plan -	NONE		y Surface				
Lowest Ceilin				of Clearance -			y Status	- N/A			
Obstructions				Apch/Lndg -		Kunwa	y status	N/ A			
			туре	Apen/Lhag -	FURCED LANDING						
Precipitation Condition of											
		JAYLIGHI									
-Personnel Informa											
Pilot-In-Command			Age -		edical Certifica			NO WAIVERS	S/LIMIT		
Certificate(s)	/Rating(s)			g		ght Time (
COMMERCIAL				t - YES	Total -			24 Hrs -	. 9		
SE LAND				Since - 3	Make/Model-		Last	30 Days- l	JNK/NR		
			Aircra	ft Type – UNK/NR	Instrument-	14	Last	90 Days-	90		
· · · · · · · · · · · · · · · · · · ·			- · · · · · · · · · · ·								
_ · ·	Rating(s)	- NONE									
Instrument	• • • • •										
-Narrative											
-Narrative LE ON AN AERIAL AP					E WHEN A WIRE C	AUGHT THE	RUDDER & S	EPARATED	IT ·		
-Narrative					E WHEN A WIRE C	AUGHT THE	RUDDER & S	EPARATED 1	IT ·		
-Narrative LE ON AN AERIAL AP					E WHEN A WIRE C	AUGHT THE	RUDDER & S	EPARATED	IT ·		
-Narrative LE ON AN AERIAL AP					E WHEN A WIRE C	AUGHT THE	RUDDER & S	EPARATED 2			
-Narrative LE ON AN AERIAL AP					E WHEN A WIRE C	AUGHT THE	RUDDER & S	EPARATED			
-Narrative LE ON AN AERIAL AP					E WHEN A WIRE C	AUGHT THE	RUDDER & S	EPARATED	LT		

File No 9	53 6/28/84	LAKE BENTON,MN	A/C Reg. No. N3681E	Time (Lc1) - 0745 CDT	
Occurrence #1 Phase of Operation					
Finding(s) 1. OBJECT - WIRE,T 2. CLEARANCE - M 3. FLIGHT CONTROL,	ISJUDGED - PILOT I				
Occurrence #2 Phase of Operation	-	TOR, POD, OR FLOAT			
Probable Cause					
The National Transpo is/are finding(s) 2	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	nt	

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

Brief of Accident

-Basic Information		(+ Dama		T	*	
Type Operating Certificate-NONE (GENERAL /		ft Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -INSTRUCTIONAL	Fire	Cre		0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -HOVER	NONE	Pas		õ	ŏ	õ
-Aircraft Information						
Make/Mode1 - HUGHES 269B	Eng Make/Model - L			Installed/A		
Landing Gear - SKID	Number Engines -			tall Warnin	g System	n - NO
Max Gross Wt - 1670	Engine Type - R					
No. of Seats - 3	Rated Power -	180 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	ON AIR	STRIP		
Method - N/A	EDEN PRAIRE, MN					
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport D FLYING			
Wind Dir/Speed- 350/010 KTS	SAME AS ACC/INC				36	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - 3000 FT	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - 3000 FT BROKEN					DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	,			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command A	ge - 26	Medical Certific	ate - VALID	MEDICAL-NO	WAIVERS	5/LIMIT
	iennial Flight Review		ght Time (H			
COMMERCIAL, CFI	Current - YES	Total -				2
SE LAND, ME LAND	Months Since - 17	Make/Model-			Days- L	
HELICOPTER	Aircraft Type - UNK/N				Days-	
		Multi-Eng -	152	Rotorcr	aft -	219
Instrument Rating(s) - AIRPLANE						

THE CFI STATED THAT WHILE PRACTICING A PEDAL TURN THE STUDENT PILOT SUDDENLY APPLIED BACK CYLIC CAUSING THE TAIL ROTOR TO CONTACT THE GROUND. THE MAIN ROTOR THEN CONTACTED THE GROUND AND THE HELICOPTER ROLLED OVER.

		Brief of Ac	cident (Continued)		
File No 88	30 7/03/84	EDEN PRAIRIE,MN	A/C Reg. No. N9487F	Time (Lc1) - 1430 CDT	
Occurrence #1 Phase of Operation	IN FLIGHT COLLIS: HOVER	ION WITH TERRAIN			
Finding(s) 1. CYCLIC - EXCESS 2. REMEDIAL ACTION		PILOT IN COMMAND(CFI)			
Occurrence #2 Phase of Operation	ROLL OVER HOVER				
Probable Cause		· · · · · · · · · · · · · · · · · · ·			
The National Transpo is/are finding(s) 1	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	nt Constant and Const	
Factor(s) relating to	o this accident is,	/are finding(s) 2			

. .

Brief of Accident

Basic Informatic Type Operating		e-NONE (GENERAL AVIAT	ION) Aire	craft Damage	9		Injur	ies	
				DE	STROYED		Fatal	Serious	Minor	None
Type of Operat		-BUSINE		Fire		Crew	1	0	0	0
Flight Conduct Accident Occur		-14 CFF -UNKNOW		NOI	NE	Pass	1	0	0	0
Aircraft Informa	tion									
Make/Model	- PIPER PA-			Eng Make/Model	- CONTINENTA	L TSID-360		Installed/A		
Landing Gear	- TRICYCLE-	RETRACTA	BLE	Number Engines			9	Stall Warnir	ng System	- YES
Max Gross Wt				Engine Type		INJECTED				
No. of Seats	- 4			Rated Power	- 200 HP					
Environment/Oper	ations Info	rmation-								
Weather Data			It	inerary				Proximity		
W× Briefing	- FSS			Last Departure Po	oint		OFF A	[RPORT/STRIP)	
Method	- TELEPHO	NE		WICHITA FALLS,	ΓX					
Completeness			D	estination			Airport [Data		
Basic Weather				DUBUQUE,IA			_	-		
Wind Dir/Spe								/Ident - /Lth/Wid -	N/A	
Visibility Lowest Sky/C				C/Airspace Type of Flight P				/ Surface -		
Lowest Ceili				Type of Clearance				/ Status -		
Obstructions				Type Apch/Lndg	- NONE		Kullwa	y Status	11/ 5	
Precipitatio				ype speny Ling	NONE					
Condition of										
Personnel Inform Pilot-In-Comman			100	45	Nedical	Contifica		MEDICAL-NO		/
Certificate(s			Age - Rioppi	45 al Flight Review			ht Time (H		WAIVERS,	
PRIVATE)/Rating(s)			rrent - UNI		•			Hrs - U	
SE LAND				nths Since - UN) Days- U	,
SE LAND				rcraft Type - UN	(/NP Ins	e/Model- strument- U		Last 90) Days- U	
				ciarciype on	Mu1	ti-Eng - U	NK/NR	Rotorcr	raft - U	
Instrument	Rating(s)	- NONE				·				
Narrative									_	
IE ACFT BROKE APART									-	
ANNED ROUTE OF FLT										
UTHWEST AT KIRKSVI ND FROM 090 DEG AT									MI1,	
ILED DOWNWARD IN F				-					ΓNI	
ECKAGE. THE PLT'S										
LONAGE. HE FEF 3			A THE AWAT	. THE PASSENGER		NAFED IN	THE WRECK			
				PAGE 236						

Brief	of	Accident	(Continued)

File No 8	03 4/07/84 MEMPHIS.MO	A/C Reg. No. N6902C	Time (Lcl) - 0800 CST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT UNKNOWN		
inding(s) 1. UNDETERMINED		· · · · · · · · · · · · · · · · · · ·	
)ccurrence #2 Phase of Operation	AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFU UNKNOWN	NCTION	
inding(s) 2. DESIGN STRESS L	IMITS OF AIRCRAFT - EXCEEDED - PILOT IN C	OMMAND	
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		

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

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Brief of Accident

File No. - 804 6/28/84 LEE'S SUMMIT.MO A/C Reg. No. N25496 Time (Lc1) - 1715 CDT ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Minor Fatal Serious None Type of Operation -INSTRUCTIONAL Fire Crew 0 0 0 2 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -TAKEOFF _____ ----Aircraft Information----Make/Mode1 - CESSNA 152 Eng Make/Model - LYCOMING 0-235 ELT Installed/Activated - YES/YES Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1670 Engine Type - RECIPROCATING-CARBURETOR No. of Seats -2 Rated Power - 110 HP ----Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING ON AIRPORT Last Departure Point Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL MCCOMAS-LEE'S SUMMIT MUNI Wind Dir/Speed- UNK/NR Runway Ident - 18 Visibility -ATC/Airspace Runway Lth/Wid - 3000/ 5.0 SM 60 Lowest Sky/Clouds -Runway Surface - ASPHALT CLEAR Type of Flight Plan - NONE Runway Status - DRY Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - TOUCH AND GO Precipitation - NONE Condition of Light - DAYLIGHT ---Personnel Information----Pilot-In-Command 44 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Age -Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL, CFI Current - YES Total 2525 Last 24 Hrs - UNK/NR SE LAND Months Since - 18 Make/Model-732 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument-87 Last 90 Davs-45 Instrument Rating(s) - AIRPLANE ----Narrative----

WHILE TAKING OFF FROM A TOUCH-&-GO LANDING, THE ENG FAILED TO DEVELOPE FULL POWER. THE INSTRUCTOR PLT (CFI) PULLED THE THROTTLE BACK TO ABORT THE TAKEOFF, BUT THE RPM WOULD NOT REDUCE TO IDLE. SUBSEQUENTLY, THE ACFT CONTINUED APRX 500 FT PAST THE END OF THE RWY, ENCOUNTERED A SOFT SPOT (MUD) & NOSED OVER. AN EXAM OF THE CARBURETOR REVEALED THAT THE PRIMARY VENTURI RETAINER CLIPS, P/N 29-113, HAD FAILED & ALLOWED THE PRIMARY VENTURI TO MOVE FROM ITS MOUNTING POSITION.

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Brief of Accident (Continued) 6/28/84 A/C Reg. No. N25496 Time (Lc1) - 1715 CDT File No. - 804 LEE'S SUMMIT.MO Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TOUCH-AND-GO LANDING - INITIATED - DUAL STUDENT 2. FUEL SYSTEM, CARBURETOR - FAILURE, PARTIAL 3. ABORTED TAKEOFF - PERFORMED -Occurrence #2 OVERRUN Phase of Operation TAKEOFF Finding(s) 4. EMERGENCY PROCEDURE - IMPROPER USE OF - PILOT IN COMMAND(CFI) Occurrence #3 NOSE OVER Phase of Operation TAKEOFF Finding(s) 5. TERRAIN CONDITION - SOFT 6. TERRAIN CONDITION - WET ----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) 4,5,6

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA		ft Damage			Injur		
		ANTIAL		Fatal	Serious		None
Type of Operation -BUSINESS	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 T210M	Eng Make/Model - CC	DNTINENTAL	TSI0-520-	R1B ELT	Installed/#	Activated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			5	tall Warnir	ng System	- YES
Max Gross Wt - 3800	Engine Type - RE	ECIP-FUEL	INJECTED				
No. of Seats - 6	Rated Power -	310 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	t		ON AIR	PORT		
Method - N/A	CAMERON, MO						
Completeness - N/A	Destination			Airport D)ata		
Basic Weather - VMC	KIRKSVILLE,MO			CLAREN	ICE CANNON		
Wind Dir/Speed- 360/006 KTS						- 36	
Visibility - 20.0 SM	ATC/Airspace			Runway	/Lth/Wid ·	- 6004/	100
Lowest Sky/Clouds - SCATTERED	Type of Flight Plan	- NONE			Surface		
Lowest Ceiling - NONE	Type of Clearance			Runway	Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg						
Precipitation - NONE		PRECAUL	IONARY LAP	NDING			
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 55	Medical	Certificat			VIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES		Fligh	nt Time (H			_
PRIVATE	Current - YES	Tota	1 -			l∙Hrs -	
SE LAND, ME LAND			/Model-) Days- UN	
	Aircraft Type - C-T210				Last 90) Days-	56
		. Muit	i-Eng -	680			
Instrument Rating(s) - AIRPLANE							
-Narrative							
ER TAKING OFF, THE PLT NOTED A MALFUNCTION							
E GEAR WOULD NOT EXTEND. ALL ATTEMPTS TO E							
ELS-UP LANDING. AFTER THE LANDING, AN EXAM	REVEALED THAT THE NOSE GEA	AR WAS COC	KED & JAMM	MED IN THE	E WHEEL WELI		
AN343H3A BOLT, P/N 1243617-1, HAD SHEARED							
RING HAD RECENTLY FAILED & THE ACFT HAD RU				WHEEL BEA	RING WAS RI	EPAIRED,	
ACFT HAD MADE 3 TAKEOFFS & 2 LANDINGS BEF							

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File No 827 6/2	9/84 KIRKSVILLE,MO	A/C Reg. No. N761YR	Time (Lc1) - 1445 CDT
Dccurrence #1 AIRFRAME/C Phase of Operation TAKEOFF -	OMPONENT/SYSTEM FAILURE/MALI INITIAL CLIMB	FUNCTION	
Finding(s) 1. LANDING GEAR,NOSE GEAR ASSE 2. MAINTENANCE - INADEQUATE 3. LANDING GEAR,NOSE GEAR ASSE 4. LANDING GEAR,NOSE GEAR ASSE	- OTHER MAINTENANCE PSNL MBLY - FAILURE,TOTAL		
Dccurrence #2 IN FLIGHT Phase of Operation LANDING -			
Finding(s) 5. WHEELS UP LANDING - PERFORM	ED - PILOT IN COMMAND		
Probable Cause			

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

Brief of Accident

asic Information				. .		
Type Operating Certificate-NONE (GENERAL A		ge		Injur		N
	DESTROYED	-		Serious		None
Type of Operation -FLIGHT TEST	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	ON GROUND	Pass	0	0	0	0
ircraft Information						
Make/Mode1 - MORGAN T. MELTON SKY RIDER	Eng Make/Model - LYCOMING Number Engines - 1	0-320	ELT	Installed/A	ctivated ·	- NO -N/
Landing Gear - UNK/NR	Number Engines - 1		S	tall Warnir	ng System ·	- NO
Max Gross Wt - 1600	Engine Type - RECIPROC	ATING-CARBURE	TOR			
No. of Seats - 2	Rated Power - 150 H	P				
nvironment/Operations Information						
eather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point			RPORT/STRIP	,	
Method - N/A	SAME AS ACC/INC					
	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		WEST P			
Wind Dir/Speed- CALM			Runway	Ident -	- 14	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -	- 3200/	75
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 - TRAF	FIC PATTERN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
ersonnel Information						
	e-41 Medic	al Certificat	e - EXPIR	PED		
Certificate(s)/Rating(s) Bi	ennial Flight Review	Fligh	t Time (F	lours)		
PRIVATE	ennial Flight Review Current - YES T Months Since - 19	otal -	557	Last 24	1 Hrs - UN	K/NR
	Months Since - 19 M					· • · _

Instrument Rating(s) - NONE

----Narrative----

THE OWNER/BULDER STATED THAT HE & HIS BROTHER HAD BEEN HAVING AN ENG PROBLEM WHICH THEY ASSUMED WAS DUE TO A VAPOR LOCK. THEY HAD INSTALLED A METAL BOX AROUND THE ELECTRIC FUEL PUMP TO INSULATE IT FROM THE HEAT OF THE EXHAUST PIPE. THE BROTHER INITIATED A HI SPEED TAXI TEST & WAS NOT SUPPOSE TO HAVE TAKEN OFF. HOWEVER, THE ACFT BECAME AIRPORNE, CLIMBED ABOUT 500 FT, THEN TURNED ONTO A DOWNWIND LEG OF THE TRAFFIC PATTERN. AT ABOUT THAT TIME, THE ENG BEGAN LOOSING POWER. THE ACFT CONTINUED ON DOWNWIND & TURNED ON A BASE LEG. AT ABOUT 200 FT AGL, DURING A STEEP TURN TO FINAL, THE ACFT STALLED & CRASHED. THE CARBURETOR WAS DESTROYED BY IMPACT. ABNORMAL WEAR MARKS WERE NOTED ON THE LOWER EDGE OF THE PRIMARY VENTURE. THE MAGNETO SWITCH WAS FOUND IN THE "OFF" POSITION & THE KEYS WERE FOUND ABOUT 14 FT AWAY. THIS WAS THE ACFT'S 1ST TEST FLT.

	915 7/18/84	WEST PLAINS,MO	A/C Reg. No. N39963	Time (Lc1) - 2000 CDT
Occurrence #1 Phase of Operation		RTIAL) - MECH FAILURE/MAL ATTERN - DOWNWIND	F	
Finding(s) 1. UNDETERMINED				
	APPROACH - VFR P MAINTAINED - PILOT	ATTERN - BASE TO FINAL IN COMMAND		
3. STALL - INADVE	RIENI - PILUI IN CO			

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

Brief of Accident

asic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damag	e		Injur		
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
ircraft Information							
Make/Model ~ CESSNA 172L		Model - LYCOMING	0-320-E2D		Installed/A		
Landing Gear - TRICYCLE-FIXED		gines - 1			tall Warnin	g System	- YES
Max Gross Wt - 2150		pe - RECIPROCA		TOR			
No. of Seats - 4	Rated Pow	er - 150 HP					
nvironment/Operations Information		•					
leather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depar	ture Point		ON AIR	PORT		
Method - TELEPHONE	BLOOMING	TON, IN			•		
Completeness - UNK/NR	Destination	1		Airport D	ata		
Basic Weather - VMC	SAME AS	ACC/INC		SPIRIT	OF ST LOUI	S	
Wind Dir/Speed- 135/011 KTS				Runway	Ident -	07	
Visibility - 3.000 SM	ATC/Airspace				Lth/Wid -	6000/	150
Lowest Sky/Clouds - CLEAR	Type of F1	ight Plan - VFR			Surface -		
Lowest Ceiling - NONE	Type of C1	earance - NONE		Runway	Status -	DRY	
Obstructions to Vision- HAZE	Type Apch/	Lndg - TRAFF	IC PATTERN				
Precipitation - NONE		-					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 62	Medica	1 Certificat	e - VALID	MEDICAL-WA	IVERS/LI	4I T
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	it Time (H	lours)		
PRIVATE	Current	- UNK/NR To	tal -	575	Last 24	Hrs -	4
SE LAND	Months Since		ke/Model-		Last 30) Days- U	NK/NR
	Aircraft Typ		strument-	28	Last 90	Davs-	15

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING ARRIVAL THE PLT WAS INSTRUCTED TO MAKE A RIGHT HAND TRAFFIC PATTERN. SHE WAS CLEARED TO LAND BEHIND ANOTHER ACFT ON A TOUCH & GO FROM A LEFT PATTERN. THE OTHER ACFT WAS STILL ON THE RWY WHEN SHE STARTED FLARING TO LAND. THE PLT STATED THAT THE ACFT BOUNCED BADLY DURING THE LANDING & AFTER IT SETTLED BACK TO THE RWY, SHE HAD POOR STEERING, SO SHE WENT OFF THE RWY & SHUT DOWN THE ENG. THE NOSE SECTION, FIREWALL, LANDING GEAR & PROP WERE DAMAGED DURING THE OCCURRENCE.

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File No 956	8/13/84	CHESTERFIELD, MO	A/C Reg. No. N2898Q	Time (Lc1) - 1840 CDT	
	LANDING ING - FLARE/	TOUCHDOWN			
Finding(s)		· · · · · · · · · · · · · · · · · · ·			
1. WEATHER CONDITION - C 2. FLARE - IMPROPER -	PILOT IN COM				
3. IMPROPER USE OF E 4. RECOVERY FROM BOUNCED	· ·	CRAFT,DIVERTED ATTENTIO ERFORMED - PILOT IN COM			
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

Brief of Accident

asic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			Inju	ries	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONA		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		ON GROUND	Pass	0	0	0	2
ircraft Information							
Make/Model - CESSNA 172G	Eng Make/	Model - CONTINENTA	_ 0-3 00-D	ELT 1	nstalled/		
Landing Gear - TRICYCLE-FIXED		ngines - 1			all Warnin:	ng System	- YES
Max Gross Wt - 2300 No. of Seats - 4	Engine Ty Rated Pow	rpe - RECIPROCAT ver - 145 HP	ING-CARBURET	OR			
nvironment/Operations Information							
eather Data	Itinerary				roximity	_	
Wx Briefing - NO RECORD OF BRI		ture Point		OFF AIF	RPORT/STRI	2	
Method - N/A Completeness - N/A	BATESVIL	•		demont De	**		
Basic Weather - VMC	Destinatior HATTIESB		μ	irport Da	ila		
Wind Dir/Speed- CALM	IATTESE	ioka, ms		Runway	Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 3500 FT					Surface		
Lowest Ceiling - NONE		earance - NONE		Runway	Status	- N/A	
Obstructions to Vision- HAZE	Type Apch/	Lndg - FORCED	LANDING				
Precipitation - NONE							
Condition of Light - NIGHT(DA							
Pilot-In-Command	Age - 47	Medical	Certificate			D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	5	Review		: Time (Ho			
PRIVATE	Current	- YES Tot	a1	348	Last 2	4 Hrs -	
SE LAND		e - 2 Mak	e/Model-	75	Last 3	0 Days- UN	
÷	Aircraft lyp	be-UNK/NR Ins	trument-	0	Last 90	0 Days-	10
Instrument Rating(s) - NONE							
larrative							1 10
APRX 3 HRS OF FLIGHT TIME, THE PLT							
NATIONAL FOREST AREA. FOUR OUNCES O						AND A FEW	
5 IN THE LEFT WING. THE PLT STATED T	HAT HE DID NUT VISUALL	T CHECK THE FUEL Q	UANITIY DURI	NG THE PI	KEFLIGHI.		

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File No. - 900 6/13/84 FORKVILLE.MS A/C Reg. No. N3779L Time (Lc1) - 2130 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND 3. FLUID, FUEL - EXHAUSTION 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND --------Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING 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) 1,3,4

Brief of Accident (Continued)

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

Brief of Accident

File No 899 6/30/84 GRENA	DA,MS A/C	ا 	ime (Lc1) -	· 0925 CDI		
Basic Information Type Operating Certificate-NONE (GENERA		aft Damage TANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire		ew O	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE			õ	0	õ
Aircraft Information		· · · · · · · · · · · · · · · · · · ·				
Make/Model - CESSNA 172G Landing Gear - TRICYCLE-FIXED		CONTINENTAL 0-300-				
Max Gross Wt - 2150	Number Engines - Engine Type -	1 RECIPROCATING-CARB		tall Warnir	ng System	- YES
No. of Seats - 4	U	145 HP	URETUR			
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Poi	nt	ON AIR	PORT		
Method - TELEPHONE	JACKSON, MS					
Completeness - WEATHER NOT PERTINENT			Airport D			
Basic Weather - VMC	SAME AS ACC/INC			A MUNI.		
Wind Dir/Speed- 340/004 KTS					- 31	
Visibility - 6.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR	Type of Flight Pla				- ASPHALT	
Lowest Ceiling - NONE	Type of Clearance			Status -	- DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg	- TRAFFIC PATTER	N			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information	· · · · · · · · · · · · · · · · · · ·					
Pilot-In-Command	Age - 55	Medical Certifi	cate - VALID	MEDICAL-WA	TVERS/LTM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (H			
PRIVATE	Current - YES	Total -			4 Hrs - UN	IK/NR
SE LAND	Months Since - 23	Make/Model-) Days- UN	
	Aircraft Type - UNK/				Days-	
		Multi-Eng -	9		-	
		-				
Instrument Rating(s) - AIRPLANE						

----Narrative----

DURING ARRIVAL TO AN UNCONTROLLED ARPT, THE PLT MADE AN APCH WHILE FOLLOWING ABOUT 1/4 MI BEHIND A UH-1 HELICOPTER. AT THAT TIME, THERE WAS A QUARTERING HEAD WIND AT ABOUT 4 KTS. WHILE ON FINAL APCH AT AN ALT OF ABOUT 200 FT AGL, THE CESSNA 172 ENCOUNTERED SEVERE TURBULENCE & THE PLT WAS UNABLE TO MAINTAIN FLT. WITNESSES REPORTED THAT THE CESSNA WENT NEARLY INVERTED AFTER ENCOUNTERING WAKE TURBULENCE FROM THE HELICOPTER. THE CESSNA IMPACTED THE GROUND ABOUT 500 FT SHORT OF THE RWY & WAS DAMAGED. THE PLT STATED THAT HE WAS NOT AWARE THAT HELICOPTERS PRODUCED WAKE TURBULENCE. THE AIM ADDRESSES HELICOPTER DOWNWASH & ROTOR VORTICES.

File No 8	99 6/30/84 GRENADA,MS	A/C Reg. No. N4650L	Time (Lc1) - 0925 CDT
	VORTEX TURBULENCE ENCOUNTERED APPROACH - VFR PATTERN - FINAL APPROACH		
	H - IMPROPER - PILOT IN COMMAND DEQUATE - PILOT IN COMMAND		
	LOSS OF CONTROL - IN FLIGHT APPROACH - VFR PATTERN - FINAL APPROACH		
	IN FLIGHT COLLISION WITH TERRAIN APPROACH - VFR PATTERN - FINAL APPROACH		
Probable Cause		(and the second
The National Transpo	rtation Safety Board determines that the		

is/are finding(s) 1,2

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Brief of Accident

File No 889 5/25/84 LIVI	NGSTON,MT . A/	C Reg. No. N2373F	т	Time (Lc1) - 1635 MDT			
-Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	SUB Fire	raft Damage STANTIAL E Cre IE Pas	-	Injur Serious O O		1	
-Aircraft Information Make/Model - CESSNA 210E Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3300 No. of Seats - 4	Number Engines - Engine Type -	CONTINENTAL IO-520- 1 RECIP-FUEL INJECTED 285 HP	S	Installed/A tall Warnin			
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 260/007 KTS Visibility - 30.0 SM Lowest Sky/Clouds - 7000 FT Lowest Ceiling - 7000 FT BRO Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Po SALT LAKE CITY, Destination LEWISTOWN,MT ATC/Airspace Type of Flight Pl KEN Type of Clearance Type Apch/Lndg	UT an - VFR e - NONE	OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A N/A N/A		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Months Since - 12	Medical Certific Fli Total - Make/Model- Z/NR Instrument-	ght Time (H 3595 409	ours) Last 24 Last 30	Hrs - Days-	UNK/NR UNK/NR	
Instrument Rating(s) - NONE							

----Narrative----

WHILE ON A VISUAL FLIGHT PLAN FLIGHT THE NON-INSTRUMENT RATED PLT OPERATED HIS UNPRESSURIZED CESSNA 210 ABOVE THE CLOUDS AND UP TO AN ALTITUDE OF 16500 FEET MSL. THE PLT STATED THAT JUST AFTER PASSING, "CRAZY PEAK", HE ENCOUNTERED EXTREME TURBULENCE AND THE ACFT WAS SUCKED DOWN INTO THE CLOUDS BELOW. THE PLT STATED THAT AS THE ACFT ENTERED THE CLOUDS HE RETARDED THE ENGINE POWER. FURTHER HE SAID THAT THE ACFT STARTED A STEEP DESCENT AND BANKED AT LEAST 90 DEGREES. THE ACFT EXITED THE CLOUDS IN AN INVERTED SPIN AT AN ALTITUDE OF ABOUT 10000 FEET MSL. THE ACFT WAS SUBSTANTIALLY DAMAGED DURING THIS OUT-OF-CONTROL SEQUENCE AND SUBSEQUENT SPIN RECOVERY. THE ACFT WAS FLOWN TO THE DESTINATION WHERE IT LANDED UNEVENTFULLY.

File No. - 889 5/25/84 LIVINGSTON.MT A/C Reg. No. N2373F Time (Lc1) - 1635 MDT ------IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. WEATHER CONDITION - CLOUDS 4. WEATHER CONDITION - DOWNDRAFT 5. WEATHER CONDITION - TURBULENCE 6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE Finding(s) 7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation DESCENT - UNCONTROLLED Finding(s) 10. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Brief of Accident (Continued)

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,9

is/are finding(s) 6,7,8,10

Brief of Accident

asic Information Type Operating Certifica	te-NONE (GENERAL		ircraft Damage			Ini	uries	
	CONTE (GENERAL	-	SUBSTANTIAL		Fatal	Serious		None
Type of Operation	-BUSINESS	F	re	Crew	0	0	0	1
Flight Conducted Under		I	IONE	Pass		0	0	3
Accident Occurred During	-CRUISE			Othe	r 0	0	0	3
ircraft Information								
Make/Model - PIPER PA			- P&W PT6A-28	3	ELT	Installed	/Activated	- YES/N
Landing Gear - TRICYCLE	-RETRACTABLE	Number Engine			S	tall Warn	ing System	- YES
Max Gross Wt - 9000			- TURBOPROP					
No. of Seats - 8		Rated Power	- 620 HP					
nvironment/Operations Inf	ormation	_						
leather Data		Itinerary				Proximity		
Wx Briefing - UNK/NR		Last Departure		•	OFF AI	RPORT/STR	IP	
Method - UNK/NR Completeness - WEATHE		POMPANO BEAC	1,FL		Airport D	~ + ~		
Basic Weather - VMC	K NOT FERTINENT	RICHMOND, VA			Amport D	ala		
Wind Dir/Speed- UNK/NR					Runwav	Ident	- N/A	
Visibility - 25.0		ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds -	UNK/NR	Type of Flight	Plan - NONE			Surface		
Lowest Ceiling	- UNK/NR	Type of Cleara	nce - NONE		Runway	Status	- N/A	
Obstructions to Vision		Type Apch/Lndg	- NONE					
Precipitation								
Condition of Light	- DAYLIGHT							
Personnel Information								
Pilot-In-Command		Age - 65					WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Revi	ew		ht Time (H		.	_
ATP ME LAND				al -			24 Hrs -	7
MELAND		Months Since - Aircraft Type -		e/Model- trument-			30 Days- U 90 Days-	NK/NR 70
		All Chart Type -		ti-Eng -		Last	50 Days-	70
Instrument Rating(s)	- AIRPLANE							
Varrative								
PER PA-31T, N9162Y, & A BE 7,500 FT IN UNLIMITED VISI								
WAS TRACKING INBOUND ON							IR. INC	
SOTH AIRCREW WERE ABLE TO							сu	
BEFORE THE COLLISION. THE							511	
		D SIDE POST. LIKEWIS					CTED	
DUMENTAL RESIRICIED DI INE								

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File No 991	3/07/84 BENSON, NC	A/C Reg. No. N9162Y	Time (Lc1) - 1640 EST	
	AIR COLLISION ISE - NORMAL			
	DEQUATE - PILOT IN COMMAND DEQUATE - PILOT OF OTHER AIRCRAFT			
Probable Cause				

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

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Brief of Accident

Basic Information						
Type Operating Certificate-NONE (GENER		raft Damage		Injur		
Type of Operation -OTHER WORK		STANTIAL	Fatal	Serious	Minor	None.
Flight Conducted Under -14 CFR 91	USE FIFE			0	0	2
Accident Occurred During -CRUISE		-	her O	õ	õ	4
Aircraft Information						
Make/Model - BEECH 200C	Eng Make/Model -			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 12500	Number Engines -	2 TURBOPROP	S	tall Warnin	g System	- YES
No. of Seats - 5	Engine Type - Rated Power -	750 HP				
Environment/Operations Information						
Weather Data Wx Briefing - UNK/NR	Itinerary	1 1		Proximity RPORT/STRIP		
Wx_Briefing - UNK/NR Method - UNK/NR	Last Departure Po SMITHFIELD.NC	int	UFF AI	RPURI/SIRIP		
Completeness - UNK/NR	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		An por e b			
Wind Dir/Speed- UNk/NR			Runway	Ident -	N/A	
Visibility - 25.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight Pl				N/A	
Lowest Ceiling - UNK/NR	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 35	Medical Certifi			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (H			
	Current - YES		7392	Last 24		4
SE LAND,ME LAND,SE SEA Helicopter	Months Since - 1 Aircraft Type - UNK	• •			Days- UN Days-	220
		Multi-Eng -				4300
		marter Eng	2000	No tor or		
Instrument Rating(s) - AIRPLANE,	HELICOPTER					

A PIPER PA-31T, N9162Y, AND A BEECH 200C, N390AC, WERE INVOLVED IN A MIDAIR COLLISION WHILE BOTH WERE CRUISING AT 17,500 FT IN UNLIMITED VISIBILITY. THE PIPER WAS TRACKING INBOUND ON THE 210 DEG RADIAL OF THE RICHMOND VOR. THE BEECH WAS TRACKING INBOUND ON THE 340 DEG RADIAL OF THE WILMINGTON VOR. BOTH ACFT WERE SUBSTANTIALLY DAMAGED, BUT BOTH AIRCREW WERE ABLE TO CONTINUE FLYING AND LAND SAFELY. THE PLT OF THE PIPER SAID THAT HE SAW A TAN FLASH JUST BEFORE THE COLLISION. THE PILOT OF THE BEECH DID NOT SEE THE PIPER. THE COCKPIT VIEW OF THE PA-31 PILOT WAS SOMEWHAT RESTRICTED BY THE LEFT, WINDSHIELD SIDE POST. LIKEWISE, THE BEECH PLT'S VIEW WAS SOMEWHAT RESTRICTED BY THE WINDSHIELD CENTER POST AND THE WINDSHIELD WIPER ARM. THE ACFT CONVERGED ON ONE ANOTHER WITH A CLOSURE SPEED OF ABOUT 420 KTS AND IN THE SAME GENERAL DIRECTIONS THAT THE PLT'S VIEWS WERE OBSTRUCTED.

File No 99	1 3/07/84	BENSON, NC	A/C Reg. No. N390AC	Time (Lc1) - 1640 EST	
Occurrence Phase of Operation	MIDAIR COLLISION CRUISE - NORMAL				
Finding(s) 1. VISUAL LOOKOUT - 2. VISUAL LOOKOUT -					

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----Probable Cause----

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

Brief of Accident

Make/Model - PIPER PA-34-200T Eng Make/Model - CONTINENTAL L/TSID-360 ELT Installed/Activated - YE5/ND Max Gross Wt - 4570 Stall Warning System - YES Max Gross Wt - 4570 Stall Warning System - YES Max Gross Wt - 4570 Stall Warning System - YES Max Gross Wt - 4570 Stall Warning System - YES Max Gross Wt - 4570 Stall Warning System - YES Max Gross Wt - 4570 Stall Warning System - YES Wether Data Itinerary Airport Proximity Ws Grisfing - NWS Last Departure Point DFF AlRORT/STRIP Method - TELEPHONE ARDEN, NC Airport Data Airport Data Completeness - FULL Destination Airport Data Airport Data Mitol Syseed - 1000 FT SCATTERED Type of Flight Plan - IFR Rumway Stafus - WET Dobstructions to Vision - FOG Type Apch/Lndg - FORCED LANDIG Condition of Light - NIGHT(DARK) Type Apch/Lndg - FORCED LANDIG Flight Time (Hours) Current - YES Total - 4075 Last 24 Hrs - 2 Condition of Light - NIGHT(DARK) Biennial Flight Review Flight Time (Hours) Curren	File No 861 3/20/84	le No 861 3/20/84 FLETCHER,NC			300T	Time (Lc1) - 2205 EST			
Fiight Conducted Under -14 CFR 91 NONE Pass 1 0 4 0 Accident Occurred During -MANEUVERING	Type Operating Certificate-ON-DE		DESTRO				Serious	Minor	
Aircraft Information Make/Model - PIER PA-34-200T Landing Gear - TRICYCLE-RETRACTABLE Mumber Engines - 2 Max Gross Wt - 4570 No. of Seats - 6 Environment/Operations Information Weather Data Weather Data Method - TELEPHONE Basic Weather - VMC Completeness - FULL Basic Weather - So Stall Warning System - YES Mind Dir/Speed : 160/04 KTS VisidDir/Speed : 160/04 KTS Commet Caling - 3400 FT 04 KeA Commet : NigHT(DARK) Personnel Information Pilot_In-command ComMECIAL,ATP Current - YES Total _ 160/05 Last 24 Hrs - 2 Current - YES Total _ 131 Last 30 Days - UNK/NR Aircraft Type - PA-34 Instrument : 362 Last 90 Days - 92 Multi-Eng - 1150 Instrument Rating(s) - AIRPLANE Narrative RING TAKEOFF THE LEFT ENG LOST POWER SHORTLY AFTER THE LANDING GEAR WAS RETRACTED. THE PLT STATED THAT HE FELT ELOSS OF DOWER AT ABOUT THE SAME TIME THAT HE TURNED OF THE LANDING LI	Flight Conducted Under -14 CF Accident Occurred During -MANEU	R 91 VERING				-			
Weather Data Itinerary Airport Proximity Wx Briefing - NWS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE ARDEN,NC Alfoot Data Completeness FULL Destination Airport Data Basic Weather - VMC RALEIGH,NC ASHEVILLE Wind Dir/Speed 160/004 KTS Runway Ident - 16 Visibility - 5.0 M ATC/Airspace Runway Lth/Wid - 8001/ 150 Lowest Ceiling - 3900 FT OVERCAST Type of Flight Plan - IFR Runway Status - WET Obstructions to Vision- FQG Type Apch/Lndg - FDRCED LANDING Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-Tincommad Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 2 CodMeRCIAL,ATP Current - YES Total - 4075 Last 24 Hrs - 2 SE LAND,ME LAND Months Since - 6 Make/Model- 131 Last 24 Hrs - 2 2 Instrument Rating(s) - AIRPLANE <	Aircraft Information Make/Model - PIPER PA-34-200T Landing Gear - TRICYCLE-RETRACT, Max Gross Wt - 4570	ABLE Nur Eng	mber Engines - 2 gine Type - RE	CIP-FUEL IN		D ELT S			
Completeness - FULL Destination Airport Data Basic Weather - VMC RALEIGH,NC ASHEVILLE Wind Dir/Speed- 160/004 KTS Ruleigh,NC ASHEVILLE Visibility - 5.0 SM ATC/Airspace Runway Ident - 16 Lowest Sky/Clouds - 1000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - 3900 FT OVERCAST Type of Clearance - IFR Runway Status - WET Obstructions to Vision - FOG Type Apch/Lng - FORCED LANDING Precipitation - NIGHT(DARK) - Personnel Information Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP Current - YES Total - 4075 Last 24 Hrs - 2 SE LAND,ME LAND Months Since - 6 Make/Model- 131 Last 30 Days- 92 Multi-Eng - 1150 Instrument Rating(s) - AIRPLANE - Multi-Eng - 1150 Narrative Sissue Adder FT HE LANDING GEAR WAS RETRACTED. THE PLT STATED THAT HE FELT EOSS OF POWER AT ABOUT THE SAME TIME THAT HE TURNED OF THE LANDING LIGHTS. WITH THE LEFT ENG MANIFOLD Sissue Gade ReaDing 25 Inches HG, THE LT STATED TH THE LANDING GEAR WAS R	Weather Data Wx Briefing - NWS	Itiner Las	t Departure Point						
Pilot-In-Command Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP Current - YES Total - 4075 Last 24 Hrs - 2 SE LAND,ME LAND Months Since 6 Make/Model- 131 Last 30 Days- UNK/NR Aircraft Type PA-34 Instrument- 382 Last 90 Days- 92 Multi-Eng 1150 Narrative RING TAKEOFF THE LEFT ENG LOST POWER SHORTLY AFTER THE LANDING GEAR WAS RETRACTED. THE PLT STATED THAT HE FELT E LOSS OF POWER AT ABOUT THE SAME TIME THAT HE TURNED OFF THE LANDING LIGHTS. WITH THE LEFT ENG MANIFOLD ESSURE GAUGE READING 25 INCHES HG, THE PLT BELIEVED HE WAS RECEIVING SOME POWER FROM THAT ENG & DID NOT ATHER THAT PROP. SUBSEQUENTLY, THE ACFT CRASHED IN TREES AFTER IT TURNED TO A HEADING OF ABOUT 035 DEG. E AREA SURROUNDING THE AIRPORT IS WODDED WITH RISING HILLS. AN INVESTIGATION DISCLOSED THAT THE ACFT WAS ADED AT OR ABOVE ITS MAX GROSS WEIGHT LIMIT, & THAT THE GW WAS AFT OF THE REAL IIMIT. AN EXAM OF THE CKPIT REVEALED THAT THE LEFT ENG MAG SWITCHES, LOCATED IMMEDIATELY ABOVE THE LANDING LIGHT SWITCHES, WERE IN E "OFF" POSITION & THAT THE LANDING LIGHT SWITCHES WERE IN THE "ON" POSITION.	Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 160/004 KTS Visibility - 5.0 SM Lowest Sky/Clouds - 1000 Lowest Ceiling - 3900 Obstructions to Vision- FOG Precipitation - NONE	Dest R/ ATC/A FT SCATTERED Type FT OVERCAST Type Type	ination ALEIGH,NC irspace e of Flight Plan e of Clearance	- IFR		ASHEVI Runway Runway Runway	LLE Ident - Lth/Wid - Surface -	8001, ASPHAI	
COMMERCIAL,ATP Current - YES Total - 4075 Last 24 Hrs - 2 SE LAND,ME LAND Months Since - 6 Make/Model 131 Last 30 Days- UNK/NR Aircraft Type PA-34 Instrument- 382 Last 90 Days- 92 Multi-Eng 1150 Instrument Rating(s) - AIRPLANE Narrative ING TAKEOFF THE LEFT ENG LOST POWER SHORTLY AFTER THE LANDING GEAR WAS RETRACTED. THE PLT STATED THAT HE FELT LOSS OF POWER AT ABOUT THE SAME TIME THAT HE TURNED OFF THE LANDING LIGHTS. WITH THE LEFT ENG MANIFOLD ESSURE GAUGE READING 25 INCHES HG, THE PLT BELIEVED HE WAS RECEIVING SOME POWER FROM THAT ENG & DID NOT THER THAT PROP. SUBSEQUENTLY, THE ACFT CRASHED IN TREES AFTER IT TURNED TO A HEADING OF ABOUT 035 DEG. E AREA SURROUNDING THE AIRPORT IS WOODED WITH RISING HILLS. AN INVESTIGATION DISCLOSED THAT THE ACFT WAS DADED AT OR ABOVE ITS MAX GROSS WEIGHT LIMIT, & THAT THE CG WAS AFT OF THE REAR LIMIT. AN EXAM OF THE CKPIT REVEALED THAT THE LEFT ENG MAG SWITCHES. LOCATED IMMEDIATELY ABOVE THE LANDING LIGHT SWITCHES, WERE IN "OFF" POSITION & THAT THE LANDING LIGHT SWITCHES WERE IN THE "ON" POSITION.	Pilot-In-Command							WAIVE	RS/LIMIT
Narrative RING TAKEOFF THE LEFT ENG LOST POWER SHORTLY AFTER THE LANDING GEAR WAS RETRACTED. THE PLT STATED THAT HE FELT E LOSS OF POWER AT ABOUT THE SAME TIME THAT HE TURNED OFF THE LANDING LIGHTS. WITH THE LEFT ENG MANIFOLD ESSURE GAUGE READING 25 INCHES HG, THE PLT BELIEVED HE WAS RECEIVING SOME POWER FROM THAT ENG & DID NOT ATHER THAT PROP. SUBSEQUENTLY, THE ACFT CRASHED IN TREES AFTER IT TURNED TO A HEADING OF ABOUT 035 DEG. E AREA SURROUNDING THE AIRPORT IS WOODED WITH RISING HILLS. AN INVESTIGATION DISCLOSED THAT THE ACFT WAS ADED AT OR ABOVE ITS MAX GROSS WEIGHT LIMIT, & THAT THE CG WAS AFT OF THE REAR LIMIT. AN EXAM OF THE CKPIT REVEALED THAT THE LEFT ENG MAG SWITCHES, LOCATED IMMEDIATELY ABOVE THE LANDING LIGHT SWITCHES, WERE IN E "OFF" POSITION & THAT THE LANDING LIGHT SWITCHES WERE IN THE "ON" POSITION.	COMMERCIAL, ATP	Curre Month	nt - YES s Since - 6	Total Make/I Instru	 Model- ument-	4075 131 382	Last 24 Last 30	Days-	UNK/NR
Narrative RING TAKEOFF THE LEFT ENG LOST POWER SHORTLY AFTER THE LANDING GEAR WAS RETRACTED. THE PLT STATED THAT HE FELT E LOSS OF POWER AT ABOUT THE SAME TIME THAT HE TURNED OFF THE LANDING LIGHTS. WITH THE LEFT ENG MANIFOLD ESSURE GAUGE READING 25 INCHES HG, THE PLT BELIEVED HE WAS RECEIVING SOME POWER FROM THAT ENG & DID NOT ATHER THAT PROP. SUBSEQUENTLY, THE ACFT CRASHED IN TREES AFTER IT TURNED TO A HEADING OF ABOUT 035 DEG. E AREA SURROUNDING THE AIRPORT IS WOODED WITH RISING HILLS. AN INVESTIGATION DISCLOSED THAT THE ACFT WAS ADED AT OR ABOVE ITS MAX GROSS WEIGHT LIMIT, & THAT THE CG WAS AFT OF THE REAR LIMIT. AN EXAM OF THE CKPIT REVEALED THAT THE LEFT ENG MAG SWITCHES, LOCATED IMMEDIATELY ABOVE THE LANDING LIGHT SWITCHES, WERE IN E "OFF" POSITION & THAT THE LANDING LIGHT SWITCHES WERE IN THE "ON" POSITION.									
	Narrative RING TAKEOFF THE LEFT ENG LOST POWER E LOSS OF POWER AT ABOUT THE SAME TI ESSURE GAUGE READING 25 INCHES HG, T ATHER THAT PROP. SUBSEQUENTLY, THE A E AREA SURROUNDING THE AIRPORT IS WO ADED AT OR ABOVE ITS MAX GROSS WEIGH CKPIT REVEALED THAT THE LEFT ENG MAG	SHORTLY AFTER TH ME THAT HE TURNED HE PLT BELIEVED H CFT CRASHED IN TR ODED WITH RISING I T LIMIT, & THAT TH SWITCHES, LOCATEI	E LANDING GEAR WA OFF THE LANDING E WAS RECEIVING S EES AFTER IT TURN HILLS. AN INVESTI HE CG WAS AFT OF D IMMEDIATELY ABC	S RETRACTEI LIGHTS. WI OME POWER IED TO A HE GATION DIS THE REAR L VE THE LAN	D. THE PL TH THE LE FROM THAT ADING OF CLOSED TH IMIT. AN	T STATED FT ENG MA ENG & DI ABOUT 035 AT THE AC EXAM OF T	THAT HE FEL NIFOLD D NOT DEG. FT WAS HE	.т	
			PAGE 256						

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File No 8	51 3/20/84 FLET	CHER, NC	A/C Reg. No. N8300	т 	Time (Lc1) - 2205 EST
	LOSS OF POWER(PARTIAL) TAKEOFF - INITIAL CLIM		L		
	,IGNITION SWITCH - SWITC NTROLS - IMPROPER USE OF		AND		
Occurrence #2 Phase of Operation				•	
	- DARK NIGHT Cedure - Not Followed - AND Balance - Exceeded				
	IN FLIGHT COLLISION WI MANEUVERING - TURN TO		ERGENCY)		
Finding(s) 6. OBJECT - OPEN F	IELD				
Probable Cause					
The National Transpo is/are finding(s) 1,		ermines that the	Probable Cause(s) of thi	s accident	

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

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Brief of Accident

-Basic Information Type Operating Certificate-NONE (GEN		Aircraft D			Injuri	<u></u>	
Type operating certificate none (dent	RAL AVIATION)	SUBSTANTI		Fatal	Serious		None
Type of Operation -PERSONAL		Fire		0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	; O	0	0	0
Accident Occurred During -TAXI							
-Aircraft Information							
Make/Model - PIPER PA-22-150	Eng Make/M	Nodel - LYCOM	ING 0-320	ELT 1	installed/Ac		
Landing Gear - TRICYCLE-FIXED	Number Eng	gines - 1		St	all Warning	, System	- NO
Max Gross Wt - 1950			ROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Powe	er - 15	0 HP				
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEF	NG Last Depart			ON AIRF	PORT		
Method - N/A	BURGAW, NO						
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC Wind Dir/Speed- 110/008 KTS	SAME AS A	ACC/INC			RIDGE Ident -	UNK/NR	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 2500 FT SC		iaht Plan - N	ONE		Surface -		
Lowest Ceiling - NONE		earance - N				DRY	
Obstructions to Vision- NONE			RAFFIC PATTERN	······,	• • • • • • •		
Precipitation - NONE		5					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 41	Me	dical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Age - 41 Biennial Flight F Current	Review	Flig	pht Time (Ho	ours)		
COMMERCIAL	Current	- YES	Total -	1124	Last 24	Hrs - UN	K/NR
SELAND	Months Since	- 12	Make/Model-	350	Last 30	Days- UN	
	Aircraft lype	e - C-1/2RG	Instrument- Multi-Eng -	128	Last 90	Days- UN	
			Multi-Eng -	4	Rotorcra	att - UN	K/ NR
Instrument Rating(s) - NONE							

File No 858	4/21/84 WILMINGTON,NC	A/C Reg. No. N8092C	Time (Lc1) - 1600 EST	
	OVER - FROM LANDING			
Finding(s)				
 TERRAIN CONDITION - S UNSUITABLE TERRAIN AIRSPEED - EXCESSIVE 	- 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

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

Brief of Accident

	n								
Type Operating	Certificate	e-NONE (GENER	AL AVIATION)	Aircraft	2	Fatal	Inju Serious		Nene
Type of Operat	ion	-PERSONAL		SUBSTANT Fire		Fata1 O		MINOR	None 1
Flight Conduct	nun ed Unden	-14 CED 01		NONE	Crew Pass	0	0	0	1
Accident Occur	red During	-LANDING		NONE	rass	0	U	Ū	•
Aircraft Informa									
	- GRUMMAN A		E ng Mak	e/Model - LYCC	MING D-360-A4K		Installed/		
Landing Gear		FIXED		Engines - 1			tall Warni	ng System	- YES
Max Gross Wt					PROCATING-CARBURE	TOR			
No. of Seats	- 4		Rated P	ower - 1	80 HP				
-Environment/Oper	ations Info	rmation	-						
Weather Data			Itinerary				Proximity		
	- NU RECUI	RD OF BRIEFIN		arture Point S ACC/INC		ON AIR	PURI		
Completeness			Destinati	on		Airport D	ata		
Basic Weather			LOCAL				N COUNTY		
Wind Dir/Spe							Ident		
Visibility			ATC/Airspa		_		Lth/Wid		
		10000 FT SCA	TTERED Type of	Flight Plan -	NONE		Surface		
Lowest Ceili		NONE	Type of Type Apc	Clearance -	NONE	Runway	Status	- DRY	
Obstructions		NONE	Туре Арс	h/Lndg -	TRAFFIC PATTERN				
Precipitatio	n -	NONE NIGHT (BRIGHT	`		FULL STOP				
	Light -		, 						
-Personnel Inform			A						/
Pilot-In-Comman			Age - 33	N	edical Certificat	e - VALID	MEDICAL-N	J WAIVERS,	/LIMII
Certificate(s)/Rating(s)		Biennial Fligh	T REVIEW	Fligh Total -	it lime (H	ours)	4 11 11	
PRIVATE SE LAND			Current Monthe Sim	- YES	Iotal ~	61	Last 2		
SE LAND			Months Sin	CE - 3	Make/Model- Instrument-	1	Last 3	0 Days-	5 9
			Αιτοτάττ Ι	ype - C-152	Instrument-	1	Last 9	J Days-	9
Instrument	Rating(s)	- NONE							
· · · · · · · · · · ·									
Narrative			WAS DRASTICING N						
E PLT HAD ONLY 1 F ACFT BOUNCED & T									
& SUBSEQUENTLY C			COVER. AS FOWER	WAS APPLIED, I	HE ACE WENT OFF		SIDE OF IN	<u> </u>	
A SUBSEQUENTLY C	OLLIDED WIN	H A IREE.							
				GE 260					

File No 8	75 5/07/84	SMITHFIELD, NC	A/C Reg. No. N28239	Time (Lc1) - 2015 EDT
Occurrence #1 Phase of Operation				
 DIRECTIONAL CON GROUND LOOP/SWE 	DUNCED LANDING - 1 TROL - NOT MAINTAI RVE - INADVERTENT			
Occurrence #2 Phase of Operation				
Finding(s) 5. OBJECT - TREE(S)			en e
Probable Cause				
	rtation Safety Boa	rd determines that the	e Probable Cause(s) of this accid	lent

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

Brief of Accident

File No 859 5/19/84 FRANKL	IN,NC	A/C Reg. No.	N2396J	Т	ime (Lcl) -	1545 EDT			
-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	VIATION) Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor None				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0 0	0	1 1		
-Aircraft Information Make/Model - PIPER PA-18-150 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1760 No. of Seats - 2	Number En Engine Ty	Model - LYCOMING C gines - 1 pe - RECIPROCAT er - 150 HP		S	Installed/A tall Warnin				
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	FRANKLIN Destinatior				Proximity RPORT/STRIP ata	,			
Basic Weather - VMC Wind Dir/Speed- 240/012 KTS Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of C1	ight Plan - NONE earance - NONE Lndg - FORCED		Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A			
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Current	Medical Review - UNK/NR Tot - UNK/NR Mak e - UNK/NR Ins Mul	Flight	: Time (H) 365	ours) Last 24	Hrs - UN	K/NR		
Instrument Rating(s) - NONE									

----Narrative----

DURING FLT, THE ENG LOST POWER. THE PLT CHOSE A SMALL CLEARING FOR A FORCED LANDING, BUT JUST BEFORE TOUCHING DOWN, THE ACFT CONTACTED AN ALUMINUM ROOFED SHED & AN ELECTRICAL WIRE, THEN CRASH LANDED. AN EXAM OF THE ACFT REVEALED NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE. THE TEMP & DEW POINT AT ASHVILLE, NC, WERE REPORTED AS 87 & 56 DEGREES RESPECTIVELY. THE PLT STATED THAT HE DID NOT REMEMBER USING CARBURETOR HEAT. ACCORDING TO THE ICING PROBABILITY CHARTS, CONDITIONS WERE CONDUCIVE TO CARBURETOR ICE.

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File No 8	59 5/19/84 FRANKLIN,NC	A/C Reg. No. N2396J	Time (Lc1) - 1545 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE		
	ON - CARBURETOR ICING CONDITIONS AT - IMPROPER USE OF - PILOT IN COMMAND BURETOR - ICE		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT LANDING		
- inding(s) 4. OBJECT - BUILDI	NG(NONRESIDENTIAL) RANSMISSION		

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

Brief of Accident

-Basic Information							
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Dama SUBSTANTIAL	ge	Fatal	Inj Serious	uries 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	3
Aircraft Information							
Make/Mode1 - PIPER PA-34-200 Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Moo Number Engir	del - LYCOMING	10-360-C1E6			l/Activated - ling System -	
Max Gross Wt - 3600	Engine Type			5		ing system	.20
No. of Seats - 7	Rated Power	- 200 H	P				
Environment/Operations Information	T 1 / 11 - 11 - 11 - 11 - 11 - 11 - 11 -			• · · · · · · · · · · · · · · · · · · ·			
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary G Last Departur	re Point		ON AIR	Proximity PORT		
Method - N/A	ASHEVILLE,			0.1 /.2.			
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC Wind Dir/Speed- 240/006 KTS	BANNER ELK.	, NC		HICKOR	γ Ident	- 19	
Visibility - 10.0 SM	ATC/Airspace					- UNK/NR	
Lowest Sky/Clouds - 3000 FT SCA1	TTERED Type of Fligh					- GRASS/TUR	۲F
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clear Type Apch/Lnd		NR FIC PATTERN	Runway	Status	- UNK/NR	
Precipitation - NONE	Type Apch/End		STOP				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 51 Biennial Flight Rev	view	al Certifica: Flig	tė - VALID ht Time (H	MEDICAL- ours)	WAIVERS/LIMI	т
COMMERCIAL			otal -		Last	24 Hrs -	4
ME LAND	Months Since Aircraft Type	- 2 N - UNIZ/ND T	lake/Model-	664	Last	30 Days- UNK 90 Days-	•
	Anterate type		lulti-Eng -		Last	JO Days	02
Instrument Rating(s) - NONE							
Narrative FT LANDED WITH THE NOSE GEAR RETRACTED. EX	AMINATION REVEALED TH	HAT THE NOSE G	EAR WAS HUNG	UP IN THE	WHEEL WE	LL BECAUSE	
AN4-12 BOLT, WHICH SECURED THE NOSE GEAR (
SPECTION WAS COMPLETED 20 HRS PREVIOUS TO							
PLACED. THE PA-34 MAINT MANUAL INDICATES TH WN & WITH A MS2O364-428C LOCK NUT. THE BOL							
T & COTTER KEY. PIPER SERVICE LETTER 852, I							
NOUNCED THE AVAILABILITY OF A PLACARD TO R							

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NOTES THAT WHEN THE BOLT IS INSTALLED INCORRECTLY, NOSE GEAR OPERATION CAN BE RESTRICTED IN THE GEAR UP POSITION. THE

NON-MANDATORY SERVICE LETTER HAD NOT BEEN COMPLIED WITH IN N4886T.

File No. - 977 7/01/84 HICKORY,NC A/C Reg. No. N4886T Time (Lc1) - 1443 EDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation APPROACH Finding(s) 1. LANDING GEAR, NOSE GEAR - IMPROPER 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL 3. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - OTHER MAINTENANCE PSNL 4. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - JAMMED Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND 6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND ----Probable Cause----

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

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

Brief of Accident

File No 891 2/03/84 TAPPE	N, ND	A/C Reg.	A/C Reg. No. N737QE			Time (Lc1) - UNK/NR			
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	VIATION) Aircraft Damage DESTROYED			Injuries Fatal Serious Minor None				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		Fire NONE	Crew Pass	1 0	0	0 0	0 0		
Aircraft Information Make/Model - CESSNA TR182 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 4	Number Eng Engine Typ	gines - 1	NG O-54O-L3CD OCATING-CARBURE HP	S					
Environment/Operations Information	7.1								
Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Depar MINNEAPO				Proximity RPORT/STRIP				
Completeness - PARTIAL,LMTD BY PILOT Basic Weather - IMC			,	Airport D					
Wind Dir/Speed- 330/015 KTS Visibility500 SM				Runway	Ident - Lth/Wid -	N/A			
Lowest Sky/Clouds - 100 FT Lowest Ceiling - 100 FT OVER Obstructions to Vision- BLOWING SNOW Precipitation - SNOW Condition of Light - NIGHT(DARK)		earance - NO	NE		Surface - Status -				
Personnel Information Pilot-In-Command	Age - 46	Med	ical Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT		
Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Current Months Since	Review - UNK/NR - UNK/NR		t Time (H K/NR K/NR K/NR	ours) Last 24 Last 30 Last 90	Hrs - UN) Days- UN	K/NR K/NR K/NR		

----Narrative----

THE PRIVATE NON-INSTRUMENT RATED PLT RECEIVED TWO WEATHER BRIEFINGS BEFORE THE FLIGHT. DURING THE LAST BRIEFING AT 1350 MST, HE WAS INFORMED THAT VFR FLT WAS NOT RECOMMENDED. AT 1554 MST, THE ACFT DEPARTED CRYSTAL ARPT IN A WESTERLY DIRECTION. SEVERAL WITNESSES TRAVELING ON A HIGHWAY STATED THAT THEY SAW A FLASHING LIGHT FROM A SMALL AIRPLANE WHICH WAS FLYING LOW & APPEARED TO BE FOLLOWING THE HIGHWAY. THEY REPORTED THAT THE WEATHER WAS CLEAR WHEN THEY FIRST SIGHTED THE ACFT. HOWEVER, SHORTLY AFTER IT WENT OUT OF VIEW, THEY ENCOUNTERED BLINDING SLEET SNOW. THE ACFT IMPACTED THE GROUND IN AN OPEN FIELD AFTER IT HAD TURNED RIGHT OF COURSE. IMPACT OCCURRED IN A RIGHT WING LOW, NOSE LOW ATTITUDE WHILE ON A HEADING OF ABOUT 015 DEG. THE DIRECTION TO THE DESTINATION WAS APRX 270 DEG. THE ACFT WAS FOUND ON 2/6/84.

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File No. - 891 2/03/84 TAPPEN, ND A/C Reg. No. N737QE Time (Lc1) - UNK/NR Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND 2. LIGHT CONDITION - DARK NIGHT 3. WEATHER CONDITION - LOW CEILING 4. WEATHER CONDITION - SNOW 5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 6. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 7. 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND 9. TERRAIN CONDITION - OPEN FIELD 10. TERRAIN CONDITION - SNOW COVERED ----------Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,8,10

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Brief of Accident

Type Operating Certificate-NONE (GENERAL AVIATION)			Damage		Injur	ies	
,, , <u> </u>	NONE	5	Fatal	Serious	Minor	None	
Type of Operation -PERSONA	L	Fire	Cre	ew O	0	0	1
Flight Conducted Under -14 CFR		NONE	Pas	s O	1	0	1
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - BALLOON WORKS FIRE		Model - N/A			Installed/A		
Landing Gear - N/A		ngines - N/A		S	tall Warnir	ng System	- NO
Max Gross Wt - 900		/pe - N/A					
No. of Seats - UNK/NR	Rated Pov	ver N/A					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NWS	Last Depar			OFF AI	RPORT/STRIF)	
Method - TELEPHONE	FARGO, NE						
Completeness - UNK/NR	Destination	ר		Airport D	ata		
Basic Weather - VMC	LOCAL			_			
Wind Dir/Speed- 350/007 KTS	(N/A	
10:0 34	ATC/Airspace				,	• N/A	
Lowest Sky/Clouds - 23000 FT						- N/A	
Lowest Ceiling - NONE		learance - I		Runway	Status -	· N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg -	FULL STUP				
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 35 Diamaial Eliabet		Medical Certificate - NON-VALID MEDICAL ew Flight Time (Hours)				
Certificate(s)/Rating(s)		Review	Tatal T	ignt iime (H	ours)	1 Hrs -	3
PRIVATE, COMMERCIAL	Current Mantha Sing	165	Make/Model-	1200) Days- UN	
SE LAND FREE BALLOON	Aircraft Typ	= -20	Total - Make/Model- Instrument-	50	Last 90		3
FREE BALLOON	Anciarcary		Multi-Eng -) Days	0
Instrument Rating(s) - AIRPLA	NE						

File No 935	4/22/84	FARGO, ND	A/C Reg. No. N3604U	Time (Lc1) - 1850 CST

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

Finding(s)

1. MISCELLANEOUS - INADVERTENT - PASSENGER

----Probable Cause----

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

. **-**

Type Operating Certificate-NONE (GENER		5		Injur		
	DESTROYED		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0	3
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 182N	Eng Make/Model - CONTI			Installed/A		
Landing Gear - TRICYCLE-FIXED			-	tall Warnin	g System	- YES
Max Gross Wt - 2800	3 ,	ROCATING-CARBURE	TOR			
No. of Seats - 4	Rated Power - 230	О НР				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Departure Point		ON AIR	PORT		
Method - N/A	FORT COLLINS, CO					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		HEWETT	S		
Wind Dir/Speed- 150/012 KTS			Runway	Ident -	31	
Visibility - 15.0 SM	ATC/Airspace		Runway	Lth/Wid -	2600/	100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - N	ONE	Runway	Surface -	GRASS/T	JRF
Lowest Ceiling - NONE	Type of Clearance - N		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg - Ti	RAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 39 Me	dical Certificat	e - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (H	ours)		
PRIVATE	Current - YES	Total -		Last 24	Hrs -	2
SE LAND	Months Since - 13	Make/Mode1-	405	Last 30	Days- U	NK/NR
	Aircraft Type - UNK/NR	Instrument-	40	Last 90	Days-	12
Instrument Rating(s) - NONE				0		

File No 805	6/30/84 BE	AVER CITY,NE	A/C I	Reg. No. N92	.522	Time (Lcl)	- 1015 CDT	
ccurrence #1 OVERRUN hase of Operation LANDING	N G - ROLL							
inding(s) 1. WEATHER CONDITION - TAIL 2. WRONG RUNWAY - SELECTE 3. GO-AROUND - NOT PERFORME	ED - PILOT IN (
ccurrence #2 ON GROL nase of Operation LANDING	JND COLLISION N G - ROLL	WITH OBJECT		·				
inding(s) 4. GROUND LOOP/SWERVE - ATT 5. OBJECT - FENCE	TEMPTED - PILO							
Probable Cause								
he National Transportation S s/are finding(s) 2,3	Safety Board de	etermines that t	he Probable Ca	ause(s) of t				
actor(s) relating to this ac	ccident is/are	finding(s) 1,5						
	23 1910 1910 - 1910 1910 - 1910	na 2 2 an taonachtachtachtachtachtachtachtachtachtacht						
			· · · · · · · · · · · · · · · · · · ·					

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GEN	FRAL AVIATION)	Aircraft D	amage		Intur	ies		
		DESTROYED		Fatal	Serious		~ No	ne
Type of Operation -INSTRUCTI	ONAL	Fire	Crev		2	0		0
Flight Conducted Under -14 CFR 10 Accident Occurred During -DESCENT	3	NONE	Pase	5 O	0	0		0
Aircraft Information								
Make/Model - ROTEC RALLY 3		/Model - ROTAX			Installed/A			-N/
Landing Gear - TAILWHEEL-ALL FIXED					tall Warnin	g Syste	∋m - NO	
Max Gross Wt - UNK/NR			ROCATING-CARBU	RETOR				
No. of Seats - 2	Rated Po	wer - 4	в НР					
Environment/Operations Information								
Veather Data	Itinerary			Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEF		rture Point		UNK/NR				
Method - N/A	SAME AS							
Completeness - N/A	Destinatio	n		Airport D	ata			
Basic Weather - VMC	LOCAL							
Wind Dir/Speed- 350/030 KTS						UNK/NI		
Visibility - 15.0 SM	ATC/Airspac				Lth/Wid -			
Lowest Sky/Clouds - 2000 FT S	CATTERED Type of F	light Plan - V	FR		Surface -			
Lowest Ceiling - UNK/NR		learance - N	ONE	Runway	Status -	UNK/NI	२	
Obstructions to Vision- NONE	Type Apch	/Lndg - U	NK/NR					
Precipitation - NONE Condition of Light - DAYLIGHT	•							
Condition of Light - DATLIGHT								
Personnel Information								
Pilot-In-Command	Age - 31 Biennial Flight	Me	dical Certifica	ate - VALID	MEDICAL-WA	IVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ght Time (H	ours)			
	Current	- YES	Total -	592	Last 24	Hrs -	UNK/NR	
			Make/Model-					
HELICOPTER	Aircraft Ty	pe – C-152	Instrument-	4	Last 90	Days-	20	
Instrument Rating(s) - NONE								

BEFORE THE FLT, THE INSTRUCTOR SAW A THUNDERSTORM APPROXIMATETLY 20 MI NORTH OF THE FIELD, MOVING SLOWLY TO THE SOUTH-SOUTHEAST. HE & THE STUDENT ELECTED TO MAKE A SHORT FLT. AFTER TAKING OFF, THEY MADE A PRACTICE FORCED LANDING IN AN OPEN FIELD ABOUT 1 MI NORTHWEST OF THE DEPARTURE POINT. AFTER THE FORCED LANDING, THEY START ANOTHER TAKEOFF RUN. AT THE SAME TIME THE TAIL WAS RAISED DURING THE ROLL, A SUDDEN GUST OF WIND WAS ENCOUNTERED. THE INSTRUCTOR SAID THE AIR WAS DEAD CALM, THEN 1 SEC LATER, IT GUSTED TO 40 MPH. HE SAID THAT THE ULTRALIGHT WENT STRAIGHT UP IN A FLAT CLIMB, MUCH LIKE A HELICOPTER. AFTER REACHING AN ESTIMATED 200 FT AGL, THE ROUGH AIR REPORTEDLY ROLLED THE ULTRALIGHT INTO A 90 DEG LEFT BANK & IT BEGAN A FAST DESCENT. SUBSEQUENTLY, THE VEHICLE IMPACTED IN A SHALLOW POND WHILE TRAVELING ABOUT 50 MPH. THE STUDENT WAS WEARING A MOTORCYCLE HELMET & STATED THAT IT SAVED HIM FROM HAVING A SERIOUS HEAD INJURY.

File No 920 7/16/84 GRAND ISLAND,NE	A/C Reg. No. NONE	Time (Lc1) - 2100 CDT
Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Thase of Operation TAKEOFF - GROUND RUN		
inding(s) 1. WEATHER CONDITION - THUNDERSTORM 2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND 3. GO-AROUND - INITIATED - DUAL STUDENT 4. GO-AROUND - PERFORMED - DUAL STUDENT		
5. WEATHER CONDITION - UNFAVORABLE WIND 6. WEATHER CONDITION - GUSTS 7. WEATHER CONDITION - HIGH WIND 8. LIFT-OFF		
ccurrence #2 LOSS OF CONTROL - IN FLIGHT nase of Operation TAKEOFF - INITIAL CLIMB		
Inding(s) 9. WEATHER CONDITION - TURBULENCE 10. AIRCRAFT HANDLING - NOT POSSIBLE - 11. DESCENT - UNCONTROLLED -		
CCURRENCE #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED		

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

	cate-NONE (GENERA	_ AVIATION)	Aircraft Da			Injur		
			SUBSTANTIA		Fatal	Serious		None
	-EXECUTIVE/CO	RPORATE	Fire	Crew	-	. 0	0	1
Flight Conducted Under Accident Occurred Durin	ng -LANDING		NONE	Pass		0	0	0
Aircraft Information								
	PA-23-250T			NG TID-540-C1A		Installed/#		
Landing Gear - TRICYC		Number Eng			5	Stall Warnir	ng System	- YES
Max Gross Wt - 5200		Engine Typ		FUEL INJECTED				
No. of Seats - 6		Rated Powe	r - 25() HP 				
Environment/Operations In	nformation							
Weather Data		Itinerary			•	Proximity		
Wx Briefing - FSS		Last Depart			ON AIF	REAL		
Method - UNK/N Completeness - UNK/N	•••	RAPID CIT	Y,SD		Ainmont D) e t e		
Basic Weather: - VMC	NK	Destination DODGE CIT			Airport [COUNTY MUNI		
Wind Dir/Speed- 180/0	008 KTS		1,65			/ Ident -		
Visibility - 10		ATC/Airspace				/ Lth/Wid -		30
Lowest Sky/Clouds -			ght Plan - VF	P		/ Surface -		00
	- 3000 FT BROK	EN Type of Cle	arance - VF			/ Status -		
Obstructions to Visio				AFFIC PATTERN	, ,	Statuo	Ditt	
Precipitation		, jpepe, 2						
Condition of Light	- NIGHT(DARK)							
Personnel Information								
Pilot-In-Command		Age - 64	Med	lical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating	(s)	Biennial Flight R			ht Time (H			
ATP,CFI		Current Months Since	- YES	Total -	9375	Last 24	4 Hrs -	3
		Months Since	- 5	Make/Model-) Days- UN	
SE LAND,ME LAND		Aircraft Type	- UNK/NR	Instrument-	1336	Last 90) Days-	137
SE LAND, ME LAND				Multi-Eng -	4300			
SE LAND,ME LAND				Martin Eng				

	14 8/01/84	HYANNIS, NE	A/C Reg. No. N63974	Tim	e (Lc1) - 0545 CDT
Occurrence #1 Phase of Operation					
2. LIGHT CONDITION 3. AIRPORT FACILIT 4. WIND INFORMATIC 5. WEATHER CONDIT 6. WRONG RUNWAY	IES, WIND DIRECTION	I INDICATOR - INADEQUA NQUALIFIED PERSON IN COMMAND	ТЕ		
Occurrence #2 Phase of Operation					

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

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

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL		craft Damage BSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NC	e NE	Crew Pass	0 0	0	2 0	0 0
Aircraft Information Make/Model - PIPER CHEROKEE 14O-C Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR No. of Seats - 2	Eng Make/Model Number Engines Engine Type Rated Power	 LYCOMING UNK 1 RECIPROCATIN 		ELT		Activated ng System	- YES/YE - NO
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 - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure F SAME AS ACC/IN Destination SAME AS ACC/IN ATC/Airspace Type of Flight F Type of Clearand Type Apch/Lndg	IC IC 11an - NONE 12e - NONE	· · · .	ON AIF Airport E TWIN F Runway Runway Runway	Data PINE / Ident - / Lth/Wid - / Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 38 Biennial Flight Review Current - Yl Months Since - 29 Aircraft Type - Ul	/ S Total Make/	Fligh - 'Model-	t Time (H 110 3	Last 24 Last 30	4 Hrs - UN	K/NR K/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT & PASSG STATED THAT THE FLT & APPROACH TO LAND SEEMED NORMAL IN ALL RESPECTS. THEY BOTH HAVE NO RECOLLECTION OF THE ACTUAL ACCIDENT AND ONLY RECALL WAKING UP IN THE AMBULANCE. THERE ARE NO WITNESSES OF RECORD TO THE ACCIDENT. THE GROUNG EVIDENCE SHOWS TIRE MARKS ON A ROAD WHERE IT APPEARS THE ACFT BOUNCED & HIT AN EMBANKMENT SHORT OF THE RWY THRESHOLD. THE ACFT STOPPED AFTER A SLIDE OF ABOUT 12 FT ON THE RWY. THE NOSE GEAR WAS SHEARED OFF, THE PROP, THE RT WING DAMAGED, AND THE WINDSCREEN CRACKED DURING THE SLIDE. THE WIND WAS FROM 280 DEGREES AT 14 KTS WITH LITTLE OR NO TURBULENCE.

File No 921	7 11/24/84	PENNINGTON, NJ	A/C Reg. No	N5894U	Time (Lc1) - 1340 EST	
	UNDERSHOOT APPROACH - VFR P	ATTERN - FINAL APPROAC	H.			±1	
	OF EQUIPMENT/AIR	ILOT IN COMMAND CRAFT,LACK OF TOTAL EX CRAFT,LACK OF FAMILIAR				ND	
ccurrence #2 hase of Operation		ION WITH TERRAIN					
5. FLARE - MISJUDGE) - PILOT IN COMM		N COMMAND				
6. CLEARANCE - NOT M 7. ALTITUDE - INADEC 8. IMPROPER USE 9. TERRAIN CONDITION	QUATE - PILOT IN OF EQUIPMENT/AIR		CEPTION - PILOT IN	COMMAND			
10. IMPROPER USE		CRAFT, INADEQUATE TRANS	ITION/UPGRADE TRAIN	NING - PILOT	IN COMMAND		
he National Transport s/are finding(s) 1,2,		rd determines that the	Probable Cause(s)	of this accie	dent		

Factor(s) relating to this accident is/are finding(s) 9

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL	AVIATION) A	rcraft Damage			Injur	ies	
		UBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DOM		re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 135 Accident Occurred During -CRUISE	1	IONE	Pass	0	0	0	2
Aircraft Information							
Make/Model - HELIO H-295	Eng Make/Mode		0-480~G1D6				
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines				tall Warnir	ng System –	- YES
Max Gross Wt - 3400	Engine_Type		ING-CARBURET	OR			
No. of Seats - 6	Rated Power	- 295 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point		OFF AIF	RPORT/STRIF	>	
Method - N/A	DULCE, NM						
Completeness - N/A	Destination		A	irport Da	ata		
Basic Weather - VMC	LOCAL			_	-		
Wind Dir/Speed- 270/008 KTS						· N/A	
Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace				Lth/Wid · Surface ·	N/A	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Type of Cleara					- N/A - N/A	
Obstructions to Vision- NONE	Type Apch/Lndg			Runway	Status	N/ A	
Precipitation - NONE	Type Apcily Endg						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 37	Medical	Certificate	- VALID	MEDICAL-WA	IVERS/LIM	ΙТ
Certificate(s)/Rating(s)	Biennial Flight Revi			Time (Ho			
ATP		ES Tot		000	Last 24	4 Hrs -	6
SE LAND	Months Since -	1 Mak	e/Model- UNK	/NR	Last 30) Days- UN	K/NR
	Aircraft Type - I		trument- UNK) Days-	
		Mult	ti-Eng - UNK	/NR	Rotorcı	raft - UN	K/NR
Instrument Rating(s) - AIRPLANE			•				

THE PLT WAS CROSSING A MOUNTAIN RIDGE AT 250 FEET WHEN A DOWNDRAFT WAS ENCOUNTERED ON THE DOWNWIND SIDE OF THE RIDGE. THE PLT THEN BANKED AND RETURNED TO THE UPWIND SLOPE BUT STILL WAS UNABLE TO MAINTAIN ALTITUDE. THE ACFT COLLIDED WITH TREES AND STABILIZER DAMAGE RESULTED. THE PLT CONTINUED TO FLY THE AIRPLANE AND LANDED IN A SMALL CLEARING. THE PLT STATED THAT A COMBINATION OF FATIGUE, FINANCIAL PRESSURE AND MISINTERPRETATION OF THE WINDS LEAD TO THE ACCIDENT.

File No 8	85 4/23/84 DULCE,NM	A/C Reg. No. N269L	Time (Lc1) - 1215 MST
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT		
Phase of operation	GROISE		
Finding(s)			
1. PROPER ALTITUDE 2. WEATHER CONDITI	- NOT MAINTAINED - PILOT IN COMMAN	،D	
	ON - DOWNDRAFT ATION - IMPROPER - PILOT IN COMMAND	1 * 1	
4. OBJECT - TREE(S			
5. FLIGHT CONTROL,	STABILATOR SURFACE - OVERLOAD		
Occurrence #2	FORCED LANDING		
Phase of Operation	LANDING		

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) 2,4

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Da	mage		Inii	uries		
		DESTROYED	mage	Fatal	Serious		r Non	ıe
Type of Operation -SOARIN		Fire	Crew	0	0	0	1	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	1	l i
Accident Occurred During -LANDIN	IG							
-Aircraft Information								
Make/Mode1 - SCHEIBE ZUGVOGEL							ed - NO -1	·N/
Landing Gear - UNK/NR	Number Engi			S	tall Warn	ing Syste	em – NO	
Max Gross Wt - 805	Engine Type							
No. of Seats - 1	Rated Power	~ - N/A						
-Environment/Operations Information-								
Weather Data	Itinerary			Airport I	proximity			
Wx Briefing - NO RECORD OF BR		ıre Point		OFF AI	RPORT/STR	IP		
Method - N/A	TAOS, NM							
Completeness - N/A	Destination			Airport Da	ata			
Basic Weather - VMC	LOCAL							
Wind Dir/Speed- 270/010 KTS					Ident			
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid			
Lowest Sky/Clouds - CLEAR		ght Plan - NO			Surface			
Lowest Ceiling - NONE		arance - NO		Runway	Status	- N/A		
Obstructions to Vision- NONE	Type Apch/Lr	ndg - FO	RCED LANDING					
Precipitation - NONE								
Condition of Light - DAYLIGH	11 ·							.
-Personnel Information								
Pilot-In-Command	Age - 28		lical Certificat					
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Re	2V1eW	Fligh	t Time (He				
	Current	- YES	Total - Make/Model-	83 43	Last	24 Hrs -	•	
	Months Since	- 14	Make/Model-	43	Last	30 Days- 90 Days-	•	
NONE								
	Aircraft Type	- UNK/NR	THS COMENC.	Ŭ	2401	SU Days	• •	

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File No 909 6/16/84 TAOS,NM	A/C Reg. No. N30118	Time (Lc1) - 1530 MDT
Dccurrence #1 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN		
inding(s)		
1. TERRAIN CONDITION - MOUNTAINOUS/HILLY 2. TERRAIN CONDITION - HIGH TERRAIN		al Charles Charles (1997) al Charles Charles (1997)
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMM/ 4. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE	AND	
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIA		OT IN COMMAND
CCUTTENCE #2 IN FLIGHT COLLISION WITH TERRAIN		
Phase of Operation LANDING - FLARE/TOUCHDOWN		
inding(s)		
6. TERRAIN CONDITION - ROUGH/UNEVEN 7. TERRAIN CONDITION - HIGH VEGETATION		

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) 1,2,4,5,6,7

File No 910 6/21/84 GALLUP	,NM A/C Reg	. No. N153M	1	ime (Lcl)	- 0902 MD	т.
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft SUBSTANT		Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crev Pass	s 0	0	0 0	1 3
Aircraft Information Make/Model - CESSNA 180 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2800 No. of Seats - 4	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI		ELT	Installed/ Stall Warni		
<pre>Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 210/007 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT</pre>	Itinerary Last Departure Point GRAND CANYON,AZ Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -		ON AIF Airport E SENATO Runway Runway Runway	Data DR CLARKE / Ident / Lth/Wid / Surface		
	Age - 42 M Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - UNK/NR	edical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ght Time (H 12643 65 3400	Hours) Last 2 Last 3	0 WAIVERS 4 Hrs - 0 Days- U 0 Days-	2
Instrument Rating(s) - AIRPLANE						
Narrative JRING THE LANDING ROLL, THE RIGHT GEAR COLLAP SS'Y HAD SEPARATED FROM THE GEAR LEG. THERE W AILURE, EITHER BY BEING OVERTORQUED OR BY A S ARACHUTE OPERATION.	AS EVIDENCE THAT THE 2 LOWER	BOLTS HAD BEEN	STRIPPED F	RIOR TO TH	E WHEEL	

A/C Reg. No. N153M Time (Lc1) - 0902 MDT
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The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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Basic Information						
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft DESTROY		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew Pass	1 0	0 0	0 0	0 0
Aircraft Information						
Make/Model - BOWEN-POWELL BP-1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650	Eng Make/Model - CON Number Engines - 1 Engine Type - REC		S	Installed/A tall Warnir		
No. of Seats - 2		125 HP				
nvironment/Operations Information						
Veather Data	Itinerary	÷		Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		OFF AI	RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D	ata		
Wind Dir/Speed- 130/023 KTS				Ident -		
Visibility - 50.0 SM				Lth/Wid -		
Lowest Sky/Clouds - 14000 FT SCATT Lowest Ceiling - 25000 FT OVERC Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	AST Type of Clearance -			Surface - Status -	•	
Personnel Information						
		Medical Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT
	Biennial Flight Review	Fligh	t Time (H	ours)		
ATP SE LAND,ME LAND,SE SEA	Current - NO Months Since - UNK/NR	IOTAI - Make/Model-	9000	Last 24 Last 30	Hrs - UN Davs-	75
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UN	K/NR	Last 90) Days-	
		Fligh Total - Make/Model- Instrument- UN Multi-Eng - UN	K/NR	Rotorcr	aft - UN	
Instrument Rating(s) - AIRPLANE						
Narrative						
ESSES OBSERVED THE ACFT ENTER A RIGHT TURN SEQUENTLY, THE ACFT CRASHED IN A STEEP NO VER, THE PARACHUTE BECAME ENTANGLED IN THE T 1000 FT NE OF THE MAIN WRECKAGE. THE WIN ALED THAT THE WINGS & AILERONS HAD BEEN RE ORTHINESS CERTIFICATE HAD BEEN ISSUED ON	DSE DOWN ATTITUDE. THE PLT W E ACFT & PULLED THE PLT TO T NGS WERE COMPLETELY SHATTERE EBUILT ON 5/30/82 AFTER THE	AS WEARING A PARAC HE GROUND. THE RIG D DURING THE ACCID ACFT HAD SUSTAINED	HUTE & BA HT AILERC ENT. THE DAMAGE.	ILED OUT; N WAS FOUND INVESTIGATI A SPECIAL	ON	

File No 8	39 4/18/84	MINDEN, NV	A/C Reg. No. N123BP	Time (Lc1) - 1732 PST
Occurrence #1 Phase of Operation	AIRFRAME/COMPONEN CRUISE	IT/SYSTEM FAILURE/MALF	UNCTION	
Finding(s) 1. FLIGHT CONTROL, 2. MAINTENANCE,R 3. FLIGHT CONTROL,	EPLACEMENT - INADEG	UATE - OTHER MAINTENA	NCE PSNL	
Occurrence #2 Phase of Operation	COULSE - NODMAL			
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo	rtation Safety Boar	d determines that the	Probable Cause(s) of this accider	nt

is/are finding(s) 1,2

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Brief of Accident

Type Operating Certificate-NONE (G	NERAL AVIATION) Aircraf SUBSTA	t Damage	Fatal	Inju Serious	ries Minor	None
Type of Operation -PERSONAI		Crew		0	0	1
Flight Conducted Under -14 CFR 9		Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER AEROSTAR 601					Activated	
Landing Gear - TRICYCLE-RETRACTAB Max Gross Wt - 6000	E Number Engines - 2. Engine Type - RE		51	all warni	ng System	- YES
No. of Seats - 6	Rated Power -					
-Environment/Operations Information Weather Data			Adament F	mardada	•	
Wx Briefing - FSS	Itinerary Last Departure Point		Airport F ON AIRF			
Method - UNK/NR	SAME AS ACC/INC		UN AIR	UKT		
Completeness - FULL	Destination		Airport Da	ta		
Basic Weather - VMC	LANCASTER, CA		MCCARRA			
Wind Dir/Speed- 290/006 KTS					- 19R	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid		75
Lowest Sky/Clouds - 10000 FT	Type of Flight Plan			Surface		
Lowest Ceiling - 10000 FT			Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- FULL STUP				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information	• · · · · · · · · · · · · · · · · · · ·					* +
Pilot-In-Command Certificate(s)/Rating(s)	Age - 54 Biennial Flight Review	Medical Certifica	nte - VALID Nht Time (Ho		AIVERS/LIM	111
PRIVATE					4 Hrs -	1
SE LAND, ME LAND	Current - YES Months Since - 1 Airconaft Type - UNK (NG	Make/Model-			0 Days- UN	
	Aircraft Type - UNK/NR	Instrument-			0 Days-	27
	-	Multi-Eng -	370			
Instrument Rating(s) - NONE						
Newetive						
-Narrative	E ENTERING THE TRAFFIC PATTERN 8					

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File No	853	6/05/84	LAS VEGAS, NV	A/C Reg. No. N14NP	Time (Lc1) - 1440 PDT

Occurrence COMPLETE GEAR COLLAPSED Phase of Operation LANDING

Finding(s)

1. UNDETERMINED

2. GO-AROUND - ATTEMPTED - 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) 1

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Brief of Accident

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Basic Information						
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft [SUBSTANT]		Fatal	Injur Serious	ies Minor	n None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE	Pass	0	0	0	1
Aircraft Information						
Make/Model - BREEZY RLU-1A	Eng Make/Model - LYCOM	4ING 0-235	· ELT	Installed/A	ctivate	ed - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		ç	Stall Warnir	g Syste	∋m - YES
Max Gross Wt - 900	Engine Type - RECIF	ROCATING-CARBURE	TOR			
No. of Seats - 2	Rated Power - 1	IO HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		ON AIF	RPORT		
Completeness - N/A	Destination		Airport [Data		
Basic Weather - VMC	LAS VEGAS,NV		JEAN			
Wind Dir/Speed- 270/020 KTS					20	
Visibility - 7.0 SM	ATC/Airspace			/Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - N			/ Surface -		-
Lowest Ceiling - NONE	Type of Clearance - N		Runway	y Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg - 1	RAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						/
Pilot-In-Command		edical Certificat			WAIVER	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	5	t Time (H			-
	Current - YES	Total -		Last 24		
SE LAND, ME LAND	Months Since - 17		16	Last 30	-	•
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -		Last 90	Days-	21
Instrument Rating(s) - AIRPLANE						
Narrative				TUDUTNO		
ACFT DEPARTED ON RWY 20 AND TURNED CROSSW						
VIND FOR A NON-STANDARD TRAFFIC PATTERN A CONTINUED THE DESCENT EVEN THOUGH HE APPI						
IGHT NOSE HIGH ATTITUDE. THE PLT REPORTED						
OF THE ACCIDENT. HE BELIEVED THAT THE AC						
OF THE ACCIDENT, HE BELIEVED THAT THE ACT	I LINGOUNTERED WIND SHEAK & WI	AU MADLE TU MAIN	HAIN ALL.			
		an a				

File No 8	56 6/10/84 JEAN,NV	A/C Reg. No. N	3184 Time (Lc1) - 1030 PDT
Occurrence #1 Phase of Operation	ALTITUDE DEVIATION,UNCONTRO APPROACH - VFR PATTERN - DO		
2. WEATHER CONDITI	DN - IMPROPER - PILOT IN COMM DN - UNFAVORABLE WIND FOR WIND CONDITIONS - IMPROPE		
Decumpones #2	IN FLIGHT COLLISION WITH TE		
	APPROACH - VFR PATTERN - DO	WNWIND	

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

File No 852 6/12/84	RENO, NV	A/C Reg. N	lo. N21939	T 1	ime (Lc1) -	1030 PDT	
Basic Information Type Operating Certificate-NONE (0	GENERAL AVIATION)	Aircraft Dan		F . 4 . 1	Injur		Nesse
Type of Operation -INSTRUC		SUBSTANTIAL Fire		Fatal O	Serious O	Minor O	None 1
Type of Operation -INSTRUC Flight Conducted Under -14 CFR		NONE	Crew Pass	0	0	0	ŏ
Accident Occurred During -LANDING				-	•	•	0
Make/Model - CESSNA 150L		Model - CONTINE	NTAL 0-200-A		[nstalled/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 1600	Engine Ty	/pe - RECIPRO	CATING-CARBURE	TOR			
No. of Seats - 2	Rated Pov	ver - 100	HP				
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR: Method - N/A	EFING Last Depar. SAME AS	rture Point ACC/INC		ON AIRF	VUKI		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL			CANNON	INTERNATIO	INAL	
Wind Dir/Speed- 050/006 KTS				Runway	Ident -	16	
Visibility - 40.0 SM	ATC/Airspace	9		Runway	Lth/Wid -	9000/	150
Lowest Sky/Clouds - 6500 F					Surface -		
Lowest Ceiling - 12000 F		learance - NOM	١E	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/	/Lndg - FUl	L STOP				
Precipitation - NONE							
Condition of Light - DAYLIGH							
Personnel Information							
Pilot-In-Command	Age - 21	Med	ical Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (Ho			
STUDENT	Current	,	Total -		Last 24	Hrs - UN	
	Months Since	∋ - N/A	Make/Model-	37) Days- UN	
	Aircraft Typ	be - N/A	Instrument-	0	Last 90) Days-	8
Instrument Rating(s) - NONE							
Narrative							
S THE STUDENT PLT WAS FLARING TO LAND,	THE ACET BALLOONED &				MOTED TO		
AKE A GO-AROUND, BUT THE ACFT STRUCK TH							
THE A GU-AROUND, BUT THE ACFT STRUCK IN	TE GROUND WHEN IT LUST	ALTITUDE AFTER	THE STUDENT RE	IRACIED II	TE FLAFS.		
	PAG	F 290					

File No 8	52 6/12/84	RENO, NV	A/C Reg. No. N21939	Time (Lcl) - 1030 PDT
Occurrence #1 Phase of Operation				
Finding(s) 1. FLARE - IMPROPE 2. GO-AROUND - INI 3. RAISING OF FLAP 4. STALL/MUSH - IN 5. IMPROPER US	TIATED – PILOT IN S – IMPROPER – PIL ADVERTENT – PILOT	COMMAND DT IN COMMAND IN COMMAND	CE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Probable Cause				
	rtation Safety Boa	rd determines that	the Probable Cause(s) of this accide	nt

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

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Brief of Accident

File No 831 5/22/84	ATLANTIC OCEAN,	A/C Reg. No.	N68760	Time (Lcl) -	• 1851 EDT	
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fat	Injur al Serious	ies Minor	None
Type of Operation -INSTRU Flight Conducted Under -14 CFR Accident Occurred During -LANDIN		Fire UNK/NR	Crew	1 0 0 0	0	0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Er	Model - LYCOMING O ngines - 1 pe - RECIPROCAT ver - 110 HP	ING-CARBURETOR	ELT Installed// Stall Warnir	ng System	
Environment/Operations Information- Weather Data Wx Briefing - FSS Method - IN PERSON	Itinerary	ture Point	Airp	ort Proximity F AIRPORT/STRIF		
Completeness - FULL Basic Weather - VMC	Destination OPA-LOCK	1		rt Data		
Wind Dir/Speed- 120/007 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 500 F Lowest Ceiling - 2000 F Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DAYLIGH	Type Apch/	ight Plan - VFR earance - NONE 'Lndg - FORCED	Ru Ru	nway Lth/Wid - nway Surface - nway Status -	- N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 42 Biennial Flight Current	Review	Certificate - V Flight Tim al - 53	e (Hours)) WAIVERS/	
	Months Since Aircraft Typ	pe - N/A Ins	e/Model- 53 trument- UNK/NR ti-Eng - UNK/NR	Last 90) Days- UN) Days- raft - UN	42
Instrument Rating(s) - NONE						
Narrative HE STUDENT WAS ON THE 3RD LEG OF A SOL URING LUNCH, HE DISCUSSED THE SITUATIO TUDENT DEPARTED AT 1455 EDT, EN ROUTE EPORT THAT HE WAS LOST OVER WATER. FOR NSUCCESSFUL. AT ABOUT 1847, THE PLT ST RITISH AIRCREW MADE CONTACT WITH THE F NSTRUCTED TO EXIT THE ACFT & USE THE S USPENDED ON 5/27/84. THE PLT INJURY &	N WITH HIS INSTRUCTOR, FROM VERO BEACH TO OPA- AN HOUR & A HALF, GROU ATED ON THE RADIO THAT LT WHO STATED THAT HE W EAT CUSHIONS FOR FLOTAT	WHO WAS AT THE ARF LOCKA. AT ABOUT 16 JND & AIR PARTIES T HE HAD RUN OUT OF VAS IN THE WATER & ION. NO FURTHER CO	T WITH ANDTHER S 20, HE CALLED PA RIED TO LOCATE H FUEL & WAS DITCH ASKED WHAT HE SH	TUDENT. THE SOU LM BEACH TOWER IM, BUT THEY WI ING. AT ABOUT OULD DO. HE WA	-0 TO ERE 1851, A S	
	PAGE	292				

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File No 83	5/22/84	ATLANTIC OCEAN,	A/C Reg. No	D. N68760	Time	Lc1) - 1851 EDT	
Occurrence #1 Phase of Operation		L) - NON-MECHANICAL				en di Santa Santa Santa Santa Santa	
IMPROPER USE	OF PROCEDURE,LACK	NT - PILOT IN COMMAND OF TOTAL EXPERIENCE - PI PER - PILOT IN COMMAND					
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENC	Y		1999 - 1997 - 19	ar		
Occurrence #3 Phase of Operation	DITCHING LANDING - FLARE/TO	UCHDOWN			n 1970 - Norsa Aria 1970 - Santa		
Probable Cause							
is/are finding(s) 1,3	3,4	I determines that the Pro	bable Cause(s) of this acc	ident		
Factor(s) relating to	•	re finding(s) 2			an An Artania An Antania		
	Marka Marka Ang Kang Sang Sang Sang Sang Sang Sang Sang S				an Santa Santa Santa Santa Santa Sant		
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an a							
		PAGE 2					

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Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL		t Damage		Injuries			
	SUBSTA		Fatal	Serious	Minor		
Type of Operation -PERSONAL	Fire	Crev	-	0	1	0	
Flight Conducted Under -14 CFR 91	NONE	Pass	s O	0	0	0	
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 150L	Eng Make/Model - LY	COMING 0-320-E20	ELT	Installed/A	ctivate	d - YES/NO	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng Syste	m - YES	
Max Gross Wt - 1600	Engine Type - RE		RETOR				
No. of Seats - 2	Rated Power -	150 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT			
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC	SAME AS ACC/INC			RTH MUNI			
Wind Dir/Speed- 240/008 KTS					19		
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -			
	RED Type of Flight Plan			Surface -		.T	
	Type of Clearance			Status -	DRY		
Obstructions to Vision- HAZE	Type Apch/Lndg						
Precipitation - NONE		FULL STOP	•				
Condition of Light - DAYLIGHT							
-Personnel Information							
	ge - 63	Medical Certifica			VERS/L	.IMIT	
	iennial Flight Review		ght Time (H				
PRIVATE	Current - YES	Total -		Last 24		1	
SE LAND	Months Since - 2	Make/Model-				•	
	Aircraft Type - GLIDER	Instrument-	1	Last 90) Days-	26	
Instrument Rating(s) - NONE							

THE ACFT TOUCHED DOWN 200 FT SHORT OF THE RWY AFTER THE ENGINE LOST POWER ON THE FINAL APPROACH. DURING LANDING THE ACFT COLLIDED WITH A CREEK EMBANKMENT. THE PLT STATED THAT WHILE ON FINAL APPROACH HE APPLIED CARBURETOR HEAT AND THROTTLED BACK. WHEN HE REAPPLIED THE THROTTLE THE ENGINE SPUTTERED AND QUIT. A POST ACCIDENT INSPECTION OF THE ENGINE REVEALED NO REASON FOR AN ENGINE POWER LOSS.

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File No 8	37 6/10/84 WAD	SWORTH, OH	A/C Reg. No. N9882J	Time (Lc1) - 1215 EDT
	LOSS OF POWER(TOTAL) APPROACH - VFR PATTER			
3. WEATHER CONDITI	BURETOR - ICE AT - IMPROPER USE OF - F ON - CARBURETOR ICING CO RECTIVES - NOT FOLLOWED	DNDITIONS		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY			
Occurrence #3 Phase of Operation	ON GROUND COLLISION W LANDING - ROLL	ITH TERRAIN		
Finding(s) 5. TERRAIN CONDITI 6. PROPER TOUCHD	ON - DITCH OWN POINT - MISJUDGED -	PILOT IN COMMAND		
Probable Cause				
The National Transpo is/are finding(s) 2,		termines that the P	robable Cause(s) of this accid	dent dent

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

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Basic Information			AGE, OH A	/C Reg. No. N	1244K	Т	ime (Lc1)	- 2040 ED	Τ
Type Operating Ce Type of Operation Flight Conducted Accident Occurred	rtificate-NONE -PERSON Under -14 CFN	NAL R 91		-	Crew Pass	Fata1 0 0	Inju Serious O O	ries Minor O O	None 1 1
Aircraft Informatio Make/Model - L Landing Gear - T Max Cross Wt - No. of Seats -	USCOMBE 8A AILWHEEL-ALL FIX 1200	xed	Eng Make/Model Number Engines Engine Type Rated Power			S	Installed/ tall Warnin		
Method - Completeness - Basic Weather - Wind Dir/Speed- Visibility - Lowest Sky/Clou Lowest Ceiling Obstructions to Precipitation	NO RECORD OF B N/A N/A WC 360/006 KTS 15.0 SM ds - 25000 I - NONE	I RIEFING A FT SCATTERED	tinerary Last Departure P SAME AS ACC/IN Destination LOCAL TC/Airspace Type of Flight P Type of Clearanc Type Apch/Lndg	C lan - NONE		ON AIR Airport D AUGUST Runway Runway Runway	ata ACRES Ident Lth/Wid Surface	- 09 - 2000/ - GRASS/T - UNK/NR	
Personnel Informati Pilot-In-Command Certificate(s)/R PRIVATE SE LAND	ating(s)	Bienn C M	37 Lial Flight Review Current - YE Lonths Since - 21 Lircraft Type - UN	S Tota Make		e - VALID t Time (H 420 420 18	Last 2	4 Hrs - O Days- L	1
Instrument Ra	ting(s) - NONE								
Narrative E PLT STATED THAT DUR			EMATURELY BECAME E LEFT W ING. SUB						

File No. - 933 6/11/84 CENTER VILLAGE, OH A/C Reg. No. N1244K Time (Lc1) - 2040 EDT _____ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ -----------Occurrence IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LIFT-OFF - PREMATURE - PILOT IN COMMAND 2. WEATHER CONDITION - CROSSWIND 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 4. OBJECT - TREE(S) _____ ----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) 1,2,4

Brief of Accident

File No 917 6/23/84 COLUM	2/84 COLUMBUS,OH A/C Reg. No. N5177			Time (Lc1) - 1305 EDT				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft (DESTROYE		Fatal	Injur Serious		None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		Fire ON GROUN	Cr	∋w 1	0		0	
Aircraft Information Make/Model - ROBERT B. BOSTON GLASAI Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 1800 No. of Seats - 2	Number Engine	(e/Model - LYCO) Engines - 1 Type - RECI Power - 1	PROCATING-CARB	S	Installed/A tall Warnin			
Environment/Operations Information Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A		barture Point AS ACC/INC		OFF AI	RPORT/STRIP			
Completeness - N/A Basic Weather - VMC	Destinat			Airport D	ata			
Wind Dir/Speed- 012/009 KTS						N/A		
Visibility - 6.0 SM Lowest Sky/Clouds - 2000 FT	ATC/Airsp Type of	ace Flight Plan - I			Lth/Wid - Surface -			
Lowest Ceiling - 2000 FT OVER Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	CAST Type of		VFR	Runway	Status -	•		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 55 Biennial Flig	Ma nt Review	edical Certifi Fl	iaht Time (H	ours)	IVERS/LIM	IT	
COMMERCIAL SE LAND,ME LAND	Current	- YES nce - 1 Type - B-F33A	Total -	3929 2	Last 24 Last 30	Hrs - Days- UNH		
	Aircraft	iype - B-F33A	Instrument- Multi-Eng -		Last 90	Days- UN	NR</td	

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Instrument Rating(s) - NONE

----Narrative----

THE PLT WAS ON THE 2ND LEG OF A FLT TO FERRY THE HOME-BUILT ACFT TO THE LANCASTER ARPT FOR FURTHER TESTING. AFTER TAKEOFF, HE REQUESTED CLEARANCE TO STAY IN THE AREA FOR A FEW MINUTES. ATC ASKED HIM IF HE HAD A PROBLEM & THE PLT RESPONDED "NO, I JUST WANT TO CHECK SOMETHING OUT." A FEW MINUTES LATER, HE STATED "I'M IN TROUBLE." THE ACFT WAS SEEN & HEARD IN A DESCENDING LEFT TURN AT AN ESTIMATED SPEED OF OVER 100 MPH WITH THE ENG RUNNING AT A HIGH RPM & WITH THE LANDING GEAR RETRACTED. WHILE IN A DESCENDING LEFT TURN, THE ACFT STRUCK A TREE TOP. IT THEN HIT A UTILITY POLE, IMPACTED THE GROUND, BURST INTO FLAMES & WAS DEMOLISHED BY FIRE. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

File No 917	6/23/84 COLUMBL	US,OH A/	/C Reg. No. N5177Y	Tim	e (Lc1) - 1305 EDT
Occurrence #1 Phase of Operation					
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation	FORCED LANDING MANEUVERING - TURN TO LAN	NDING AREA (EMERGENCY)			
	IN FLIGHT COLLISION WITH MANEUVERING - TURN TO LAN				
Finding(s) 2. OBJECT - TREE(S) 3. OBJECT - UTILITY	POLE				
	IN FLIGHT COLLISION WITH DESCENT - UNCONTROLLED	TERRAIN			
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

Basic Information		~~~~~~~~~~~~~~~					
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage	2			uries	
Type of Operation -PERSO		SUBSTANTIAL Fire	Crew	Fatal O	Serious O		None 1
Flight Conducted Under -14 CF		NONE	Pass	õ	ŏ	ő	ò
Accident Occurred During -LANDI			1 450	Ũ	Ū	0	•
-Aircraft Information							
Make/Model - WACO UPF-7		/Model - CONTINENTA	L R-670-6A			Activated -	
Landing Gear - TAILWHEEL-ALL FI		ngines - 1			all Warni	ng System -	NO
Max Gross Wt - 2650 No. of Seats - 2	Rated Po	ype - RECIPROCA1 wer - 220 HP	ING-CARBURE	IUR			
-Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF B		rture Point		ON AIRP	ORT		
Method - N/A		ACC/INC					
Completeness - N/A Basic Weather - VMC	Destinatio HAMILTO			Airport Da HAMILTO			
Wind Dir/Speed- 010/011 KTS	HAMILIU	N, UH			Ident	- 19	
Visibility - 10.0 SM	ATC/Airspac	0					50
Lowest Sky/Clouds - 10000		light Plan - NONE				- GRASS/TUR	
Lowest Ceiling - 10000		learance - NONE		,		- DRY	
Obstructions to Vision- NONE		/Lndg - TRAFF1	C PATTERN				
Precipitation - NONE		-					
Condition of Light - DAYLIG	HT 						
-Personnel Information Pilot-In-Command	4.55	Maddaal	Contificat				-
Certificate(s)/Rating(s)	Age - 61 Biennial Flight		Certificat	e - VALID t Time (Ho		AIVER5/LIMI	1
PRIVATE	Current		al -	622		4 Hrs -	1
SELAND		e - 21 Mak		36		0 Days- UNK	/NR
	Aircraft Ty	pe - UPF-7 Ins	strument-	10	Last 9	0 Days-	3
Instrument Rating(s) - NONE							
-Narrative							
PLT STATED HE LANDED LONG AND FAST	AND DURING AN ATTEMPTE	D GO-AROUND COLLIDE	D WITH A PA	RKED ACFT	NEAR THE		
OF THE GRASS STRIP.							

File No 881	6/30/84 HAMILTON,OH	A/C Reg. No. N39717	Time (Lc1) - 1015 EDT	.
Occurrence ON GF Phase of Operation LAND	ROUND COLLISION WITH OBJECT ING			
2. AIRSPEED - EXCESSIVE 3. GO-AROUND - INITIATED	- PILOT IN COMMAND NOT MAINTAINED - PILOT IN COMMAND	· · · · · · · · · · · · · · · · · · ·		
Probable Cause	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	

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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) 1,2,5

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Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage			Iniu	ries	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		SUBSTANTIAL		Fatal			None
Type of Operation -INSTRUCTIONAL	=	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 172P		del - LYCOMING 0-3	20-D2J		nstalled/		
Landing Gear - TRICYCLE-FIXED	Number Engi				all Warni:	ng Syste	m - YES
Max Gross Wt - 2150		- RECIPROCATIN	G-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 160 HP					
Invironment/Operations Information	•						
leather Data	Itinerary				roximity		
Wx Briefing - FSS	Last Departu			ON AIRF	PORT		
Method - ACFT RADIO	SAME AS AC	C/INC			· _		
Completeness - FULL	Destination			Airport Da		T / 1	
Basic Weather - VMC	SAME AS AC	C7 INC			LUMBUS IN		
Wind Dir/Speed- 010/010 KTS						- 31	450
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace				Lth/Wid Surface		
Lowest Ceiling - NONE	Type of Clea	ht Plan - NONE			Status		•
Obstructions to Vision- NONE		idg - TOUCH AN		Runway	Status	DRI	
Precipitation - NONE	Type Apch/En		id Gu				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 26	Medical C	ertificat		MEDICAL-N		S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re			t Time (Ho			0, 22
STUDENT		- N/A Total		45	Last 2	4 Hrs -	1
	Months Since	- N/A Make/	Model-	28	Last 3	0 Davs-	UNK/NR
	Aircraft Type	- N/A Instr	Model- ument-	1	Last 9	0 Days-	15
		-				-	
Instrument Rating(s) - NONE							

File No 8	7/07/84	COLUMBUS,OH	A/C Reg. No. N52701	Time (Lc1) - 0950 EDT
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/	TOUCHDOWN		
Finding(s) 1. FLARE - MISJUDGE	D - PILOT IN COMM	AND		
Occurrence #2 Phase of Operation				
Finding(s) 2. LANDING GEAR,NO	SE GEAR - OVERLOAD			
Probable Cause				· · · · · · · · · · · · · · · · · · ·

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

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Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage			Injur	ies	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -BUSINESS		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - PIPER PA-30B	Eng Make/M	odel - LYCOMING I	0-320-C1A	ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng	ines - 2		S	tall Warnin	g System	- YES
Max Gross Wt - 3800	Engine Typ	e - RECIP-FUEL	INJECTED				
No. of Seats - 6	Rated Powe	r - 160 HP					
Environment/Operations Information							
Weather Data	Itinerary	·		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depart	ure Point			RPORT/STRIP		
Method - N/A	HUGO, OK						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	ADA, OK						
Wind Dir/Speed- 185/005 KTS	· · · · ·			Runwav	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace				-	N/A	
Lowest Sky/Clouds - CLEAR	· ·	ght Plan - NONE				N/A	
Lowest Ceiling - NONE		arance - NONE				N/A	
Obstructions to Vision- NONE	Type Apch/L					•	
Precipitation - NONE		3					
Condition of Light - DAYLIGHT							
Personnel Information							
	Aae - 40	Medical	Certificat		MEDICAL-NO	WATVERS/	ТМТТ
	Biennial Flight R			it Time (H		"ALVENJ/	
PRIVATE	Current	- NO Tot		2581		Hrs - UN	K /NR
SELAND	Months Since		e/Model- UN			Days- UN	
	Aircraft Type	-	trument- UN	•) Days UN	

Instrument Rating(s) - AIRPLANE

----Narrative----

ACCORDING TO WITNESSES, THE ACFT WAS HAVING SOME KIND OF PROBLEM AFTER TAKEOFF. IT ENTERED A NOSE HIGH ATTITUDE, WENT TO THE RIGHT & CRASHED. AN EXAM REVEALED THAT IT HAD IMPACTED IN A NOSE DOWN ATTITUDE. THE LANDING GEAR WAS FOUND IN A DOWN & LOCKED POSITION. THE LEFT PROP WAS TWISTED & CURLED, OPPOSITE TO THE DIRECTION OF ROTATION & ITS BLADES HAD CHORDWISE SCRATCHES FROM GROUND IMPACT. THE RIGHT PROP HAD NO SIGNS OF ROTATIONAL DAMAGE & IT WAS NOT FEATHERED. ABOUT 40 GALS OF FUEL WERE FOUND IN THE LEFT TANKS. THE RIGHT FUEL TANKS CONTAINED VIRTUALLY NO FUEL: THEY WERE NOT RUPTURED. THE PLT HAD NO MULTI-ENGINE RATING. HIS LOGBOOK HAD NO ENTRIES TO SHOW DUAL MULTI-ENGINE INSTRUCTION NOR COMPLIANCE WITH A BIENNIAL FLT REVIEW. THE ACFT WAS EQUIPPED WITH A ROBERTSON STOL KIT, STC SA-2313-WE, WHICH INCREASED ITS GROSS WT TO 3800 LBS. THE LAST ANNUAL INSPECTION WAS ON 1/10/83.

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File No. - 985 2/06/84 HUG0.0K A/C Reg. No. N1VE Time (Lcl) - 1200 CDT -----Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND З. 4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 5. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED -6. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND 7. FLUID, FUEL - STARVATION 8. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 9. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND 10. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND 11. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND 12. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 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 $\frac{1}{2}$ is/are finding(s) 7,8,11,12

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,9,10

Brief of Accident

Type of Operation -AERIAL APPLICATION Fire Crew O O O O Flight Conducted Under -14 CFR 137 NONE Pass O <t< th=""><th>nformation</th><th>ST</th></t<>	nformation	ST
SUBSTANTIALFatal Serious MinorType of Operation-AERIAL APPLICATIONFireCrew0000Flight Conducted Under-14 CFR 137NONEPass0000-Aircraft InformationMANEUVERINGNONEPass0000-Aircraft InformationMake/Model- ROCKWELL A-9BEng Make/Model - LYCOMING IO-540-B1C5ELT Installed/Activated - NMax Gross Wt- 3860Eng ine Type- RECIP-FUEL INJECTEDStall Warning System - 1No. of Seats- 1Rated Power- 290 HP-Environment/Operations InformationWater PointOFF AIRPORT/STRIPWeather DataItineraryAirport ProximityWs Briefing- NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIPMethod- N/ADestinationAirport DataBasic Weather- VMCLOCALRunway Ident- N/AW ind Dir/Speed135/015 KTSUokatRunway SurfaceN/AUsest Sky/Clouds- CLEARType of Clearance- NONERunway Surface- N/ALowest Sky/Clouds- ONEType of Clearance- NONERunway Status- N/AObstructions to VisionNONEType Apch/Lndg- NONE- N/AOrbition of Light- DAYLIGHT- Age - 41Medical Certificate - VALID MEDICAL-NO WAIVERS/LINCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)		
Type of Operation -AERIAL APPLICATION Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 137 NONE Pass 0 0 0 0 Accident Occurred During -MANEUVERING -Aircraft Information Make/Model - ROCKWELL A-9B Eng Make/Model - LYCOMING IO-540-BIC5 ELT Installed/Activated - N Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - N Max Gross Wt - 3600 Engine Type - RECIP-FUEL INJECTED No. of Seats - 1 Rated Power - 290 HP -Environment/Operations Information Weather Data Linerary Airport Proximity WX Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 135/015 KTS Visibility - 15.0 SM ATC/Airspace NUNE Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - N/A Obstructions to Vision - NONE Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)		None
Filight Conducted Under -14 CFR 137 NDNE Pass 0 0 Accident Occurred During -MANEUVERING -Aircraft Information Make/Model - LYCOMING ID-540-B1C5 ELT Installed/Activated - N Make/Model - ROCKWELL A-9B Eng Make/Model - LYCOMING ID-540-B1C5 ELT Installed/Activated - N Make/Model - ROCKWELL A-9B Eng make/Model - LYCOMING ID-540-B1C5 ELT Installed/Activated - N Make/Model - RockWELL A-9B Eng make/Model - LYCOMING ID-540-B1C5 ELT Installed/Activated - N Make/Model - RockWELL A-9B Eng make/Model - LYCOMING ID-540-B1C5 ELT Installed/Activated - N Make/Model - RockWELL A-9B Eng make/Model - LYCOMING ID-540-B1C5 ELT Installed/Activated - N Make/Model - RockWELL A-9B Eng make/Model - LYCOMING ID-540-B1C5 ELT Installed/Activated - N No. Seat 1 Regine Type - RECIP-FUEL INJECTED Stall Warning System - N No. Seat 1 Rated Power 290 HP - -Environment/Operations Information Wishing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Make/Model - N/A Destination <td< th=""><th></th><th>1</th></td<>		1
Accident Occurred During -MANEUVERING -Aircraft Information Make/Model - ROCKWELL A-9B Eng Make/Model - LYCOMING ID-540-B1C5 ELT Installed/Activated - N Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - N Max Gross Wt - 3600 Engine Type - RECIP-FUEL INJECTED No. of Seats - 1 Rated Power - 290 HP Environment/Operations Information Weather Data Itinerary Airport Proximity -Environment/Operations Information Weather Data Destination OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 135/015 KTS Runway Ident - N/A N/A Uowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - N/A Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - N/A Obstruction of Light - DAYLIGHT - Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM -Personnel Information Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM -Personnel Information Biennial Flight Review Flight Time (Hours)		
-Aircraft Information Make/Model - ROCKWELL A-9B Eng Make/Model - LYCOMING IO-540-B1C5 ELT Installed/Activated - N Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - M Max Gross Wt - 3600 Engine Type - RECIP-FUEL INJECTED No. of Seats - 1 Rated Power - 290 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A POND CREEK,OK Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 135/015 KTS Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Sky/Clouds - CLEAR Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)		0
Make/Model- ROCKWELL A-9BEng Make/Model- LYCOMING IO-540-B1C5ELT Installed/Activated - NLanding Gear- TAILWHEEL-ALL FIXEDNumber Engines - 1Stall Warning System - YMax Gross Wt- 3600Engine Type- RECIP-FUEL INJECTEDNo. of Seats-1Rated Power290 HP		
Make/Model- ROCKWELL A-9BEng Make/Model- LYCOMING ID-540-BiC5ELT Installed/Activated - NLanding Gear- TAILWHEEL-ALL FIXEDNumber Engines - 1Stall Warning System - YMax Gross Wt- 3600Engine Type- RECIP-FUEL INJECTEDNo. of Seats-1Rated Power290 HPEnvironment/Operations InformationWeather DataItineraryAirport ProximityWx Briefing- NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIPMethod- N/ADestinationAirport DataBasic Weather- VMCLOCALRunway Ident- N/AWind Dir/Speed-135/015 KTSType of Flight PlanNONERunway Surface- N/ALowest Sky/Clouds- CLEARType of Clearance- NONERunway Status- N/ADostructions to VisionNONEType Apch/Lndg- NONE- N/APrecipitation- NONEType Apch/Lndg- NONE- N/ADostruction of Light- DAYLIGHT- Age - 41Medical Certificate - VALID MEDICAL-NO WAIVERS/LIN-Personnel InformationPilot-In-CommandAge - 41Medical Certificate - VALID MEDICAL-NO WAIVERS/LIN	t Information	
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Basic Weather - VMC LOCAL Wind Dir/Speed- 135/015 KTS Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE - N/A -Personnel Information - Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIN Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIN Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)		
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Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - -Personnel Information - Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIN Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)		
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)		
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIN Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)		
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information - Pilot-In-Command Age - 41 Certificate(s)/Rating(s) Biennial Flight Review	est Ceiling - NONE Type of Clearance - NONE Runway Status - N/A	×
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	tructions to Vision-NONE Type Apph/Inda - NONE	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)		
-Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)		
Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)		
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	el Information	
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL - 4471 Last 24 Hrs -	In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVER	RS/LIMIT
COMMERCIAL Current - YES Total - 4471 Last 24 Hrs -	ificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	
	OMMERCIAL Current - YES Total - 4471 Last 24 Hrs -	
SE LAND, ME LAND Months Since - 14 Make/Model - 307 Last 30 Days- UNK/	E LAND, ME LAND Months Since - 14 Make/Model - 307 Last 30 Days-	
SE LAND, ME LANDMonths Since - 14Make/Model-307Last 30 Days- UNK/NAircraft Type - UNK/NRInstrument-373Last 90 Days-	Aircraft Type - UNK/NR Instrument- 373 Last 90 Days-	73
Multi-Eng - 2257	Multi-Eng - 2257	
Instrument Rating(s) - AIRPLANE		
Instrument Rating(s) - AIRPLANE Narrative		

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F110 NO 9	65 4/06/84 LAMONT	,0K A/C Reg. No. N7776V	Time (Lc1) - 0930 CST
	LOSS OF CONTROL - IN FLI MANEUVERING - AERIAL APP		
2. IMPROPER US	EQUATE - PILOT IN COMMAND E OF EQUIPMENT/AIRCRAFT,DI ADVERTENT - PILOT IN COMMA	VERTED ATTENTION - PILOT IN COMMAND ND	
	IN FLIGHT COLLISION WITH MANEUVERING - AERIAL APP		
Occurrence #3 Phase of Operation	MAIN GEAR COLLAPSED OTHER		
·····			

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

Brief of Accident

asic Information							
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dam			Injur		
		SUBSTANTIAL		Fatal			None
Type of Operation -CHECK Flight Conducted Under -14 CFR 91		Fire	Crew Pass		0 0	-	2
Accident Occurred During -LANDING		ON GROUND				_	Ū.
ircraft Information							
Make/Model - CESSNA 500		Model - P&W JT1			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number En	gines – 2		S	tall Warnir	ng Syster	n - YES
Max Gross Wt - 10850	Engine Ty	be - TURBOJE	T				
Max Gross Wt - 10850 No. of Seats - 8	Rated Pow	er - 2200	LBS THRUST				
nvironment/Operations Information				Airmon+	Proximity		
eather Data Wx Briefing - FSS Method - ACFT RADIO	Itinerary Last Depar	ture Point		ON AIR			
Method - ACET PADIO	SAME AS			ON AIR	FURI		
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			WILL R			
Wind Dir/Speed- 310/008 KTS	2007.2				Ident -	- 35L	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - CLEAR		ight Plan - NOM	E	Runway	Surface -	- CONCRE	TE
Lowest Ceiling - NONE	Type of C1	earance - VFF		Runway	Status -		
Obstructions to Vision- NONE	Type Apch/	Lndg - TR/	FFIC PATTERN				
Precipitation - NONE							
Condition of Light - DAVITCHT							
ersonnel Information							- /
Pilot-In-Command	Age - 39	Med ·	cal Certifica	ate - VALID	MEDICAL-NO	J WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	E110	ght lime (H	ours)	4 Hrs -	2
PRIVATE, ATP, CFI	Current Nonthe Since	- YES	Iotal -	/658	Last 24	A Hrs -	30
SE LAND, ME LAND HELICOPTER	Ainonoft Tun	- 1	Thethumont-	413	Last 30	Days-	89
HELICOPTER	Biennial Flight Current Months Since Aircraft Typ	e - 1155	Multi-Eng -	4709	Rotorci	raft -	2370
Instrument Rating(s) - AIRPLANE							
Jarrative IG A PROFICIENCY FLT CHECK, THE AIRCREW	WAS MAKING A NO-FL	AP LANDING. AF	ER COMPLETING	G THE LANDI	NG		
LIST DOWN TO THE LANDING GEAR, POWER WA ICE SWITCH WAS DEPRESSED & THE APCH WAS THE THROTTLE WAS NEVER ADVANCED SUFFIC THE GEAR RETRACTED. AFTER SLIDING TO A	CONTINUED. DUE TO IENTLY TO RESET TH	THE LOW POWER ' E WARNING HORN	HAT WAS REQU SUBSEQUENTL	IRED FOR TH Y, THE ACFT	WAS LANDE	c	
PERSONNEL QUICKLY EXTINGUISHED IT. THE I TIRE PROCEDURES. ALSO, HE THOUGHT THE CH	PLT BEING CHECKED ECK PLT HAD CALLED	SAID HE WAS DIS THAT THE LAND	TRACTED BY A	CONVERSATI COMPLETE.	ON CONCERN		
STATED THAT HE HAD CALLED ONLY THE NO-FL	AP CHECKLIST COMPL	FTF WITH THE B	FORE LANDING	CHECKLIST	COMPLETE		

File No 982	4/17/84	OKLAHOMA CITY,OK	A/C Reg. No. N92FA	Time (Lc1) - 1433 CST	
Occurrence IN FL					
Phase of Operation LAND					
Finding(s)					
1. PREFLIGHT PLANNING/PRE				• • • • • • • • • • • • • • • • • • •	
2. CREW/GROUP COORDINATIO					
3. GEAR EXTENSION - NOT F					
4. IMPROPER USE OF PE 5. SUPERVISION - INADEQUA	, -	ERTED ATTENTION ~ PILOT	IN COMMAND		
6. WHEELS UP LANDING - IN					
Probable Cause					
The National Transportation	n Safety Boa	rd determines that the F	probable Cause(s) of this accid	ent	

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

•

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

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Brief of Accident

File No 981 4/18/84 PURCEL	L,OK A/C R	eg. No. N26VE	۲·	ime (Lc1) -	0619 CS	ST -
Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircraf DESTRC	t Damage YED	Fatal	Injur Serious	ies Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew Pass	0 0	1 0	0 0	0 0
Aircraft Information Make/Model - BEASLEY, GERALD L. VARIE Landing Gear - UNK/NR Max Gross Wt - 1150 No. of Seats - 2	Number Engines - 1 Engine Type - RE		S	Installed/A tall Warnin		d - NO -N/A n - NO
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point DUNCAN.OK			Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/007 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	Destination TULSA,OK ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 58 Biennial Flight Review Current - YES Months Since - 24 Aircraft Type - UNK/NF	Total - Make/Model-	t Time (He 1069 129	ours) Last 24 Last 30	Hrs - I	JNK/NR JNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED THAT HE STARTED THE ENG BY USING FUEL FROM THE 2.5 GAL AUX TANK, THEN HE MOVED THE FUEL SELECTOR TO THE "BOTH" POSITION. HE TOOK OFF AT ABOUT 0600 CST & CLIMBED TO CRUISE AT 5500 FT MSL. WHILE EN ROUTE, A SHORT TIME LATER, THE ENG "SPUTTERED BRIEFLY & DIED." THE PLT TRIED STARTING THE ENG BY ROTATING THE FUEL SELECTOR VALVE TO ALL POSITIONS. WHILE DESCENDING THRU 2500 TO 2000 FT, HE FELT THE PROP HAD STOPPED WINDMILLING. SINCE THE ACFT HAD NO ELECTRIC STARTER, HE COULD NOT GET THE PROP TO START TURNING WITHOUT INCREASING THE AIRSPEED. HE TRIED TO MAKE A FORCED LANDING ON A DIRT ROAD, BUT STATED HE WAS "TRYING TO MANEUVER AROUND & OVER SOME TREE TOPS & I EVIDENTLY STALLED MY CRAFT." THE ACFT WAS DEMOLISHED DURING IMPACT BESIDE A RAILROAD TRACK. THE PLT RELATED THAT "EVIDENTLY THE FUEL SELECTOR VALVE DIDN'T WORK." HOWEVER, THIS WAS NOT VERIFIED.

File No. - 981 4/18/84 PURCELL, OK A/C Reg. No. N26VE Time (Lc1) - 0619 CST Occurrence #1 LOSS OF POWER Phase of Operation CRUISE - NORMAL Finding(s) 1. UNDETERMINED _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ------Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 2. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 3. MANEUVER - PERFORMED - PILOT IN COMMAND 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 5. STALL - INADVERTENT - PILOT IN COMMAND 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

Brief of Accident (Continued)

is/are finding(s) 1,4,5

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

Brief of Accident

File No 818 4/05/84			A/C Reg. No			ime (Lc1) -		
-Basic Information Type Operating Certificate-NONE (G	ENERAL AVIAT	ION)	Aircraft Dama DESTROYED	ge	Fatal	Injur Serious	ies Minor	None
Type of Operation -BUSINES Flight Conducted Under -14 CFR Accident Occurred During -DESCENT	91	•	Fire ON GROUND	Crew Pass	1 1	0 0	0	0 0
-Aircraft Information Make/Model - BEECH N35 Landing Gear - TRICYCLE-RETRACTAB Max Gross Wt - 3125 No. of Seats - 4	LE	Number Engi	- RECIP-FU	EL INJECTED		Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 350/013 KTS Visibility - 5.0 SM Lowest Sky/Clouds - 1800 FT Lowest Ceiling - 2500 FT Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - NIGHT(DA	It C SCATTERED BROKEN	Type of Clea	C/INC		OFF AI Airport D BAKER Runway Runway Runway	MUNICIPAL	N/A N/A ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Bienni Cu Mo	58 ial Flight Re urrent onths Since ircraft Type	view -YES T -3 M	al Certifica Fligh otal - lake/Model- nstrument-	nt Time (H 622 95	lours) Last 24	Hrs -) Days- UNI	3

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT ENCOUNTERED AIRFRAME ICING WHILE EN ROUTE DURING A X-COUNTRY FLT. HE HAD FILED AN INSTRUMENT FLT PLAN TO BOISE, ID, BUT EN ROUTE, HE CHANGED DESTINATIONS TWICE, 1ST TO ONTARIO, OR, THEN LATER TO BAKER, ID. AT 1820 PDT, HE REPORTED ICING & TURBULENCE AT 10,000 FT. HE WAS CLEARED FOR AN APCH TO BAKER, DURING WHICH, HE REPORTED MORE ICING. AT 1850, HE REPORTED GROUND LIGHTS IN SIGHT. A SHORT TIME LATER, THE BAKER FSS SPECIALIST SIGHTED A FIREBALL, NORTH OF THE ARPT. THE ACFT WAS FOUND 7 MILES NORTH OF THE ARPT NEAR A HIGHWAY REST STOP WITH HIGH VISIBILITY, SODIUM VAPOR LIGHTS. AN EXAM OF THE WRECKAGE REVEALED THE GEAR HAD BEEN EXTENDED, BUT THE FLAPS WERE UP. THE PROP WAS EMBEDDED IN A CRATER. THE PROP SHAFT HAD SHEARED, BOTH BLADES WERE SLIGHTLY BENT & HAD CHORDWISE SCORING & LEADING EDGE NICKS. THE MAIN WRECKAGE CAME TO REST NEXT TO THE IMPACT POINT. BOTH WINGS HAD SEVERE CHORDWISE ROUSHING FROM FORE TO AFT.

File No 8	318 4/05/84	BAKER, OR	A/C Reg. No. N1270Z	Time (Lc1) - 1857 PST
ccurrence #1 hase of Operation	IN FLIGHT ENCOUN CRUISE - NORMAL	TER WITH WEATHER		
5. FLIGHT INTO KNO	ON - CLOUDS ON - RAIN ON - ICING CONDITI OWN ADVERSE WEATHER	ONS - CONTINUED - PILOT INITIATED - PILOT IN		
	LOSS OF CONTROL Approach - Iaf t	- IN FLIGHT O FAF/OUTER MARKER (I	FR)	
	NADEQUATE - PILOT I RTENT - PILOT IN CO			
	IN FLIGHT COLLIS DESCENT - UNCONT	ROLLED		
Probable Cause-				

is/are finding(s) 5,7,8,9

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

Brief of Accident (Continued)

Brief of Accident

File No 846 5/19/84 POR	LAND, OR	A/C Reg. No. N2	QQ	Time (Lc1) - 1820 PDT			
-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Injur		
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		ON GROUND	Pass	3	0	0	0
-Aircraft Information							
Make/Model - STINSON 108-3	Eng Mak	e/Model - FRANKLIN 6A-	350-01		Installed/A		•
Landing Gear - TAILWHEEL-ALL FIXED		Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 2400		Type - RECIPROCATIN	IG-CARBURE	TOR			
No. of Seats - 4	Rated P	ower - 220 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Dep	arture Point		OFF AI	RPORT/STRIP		
Method - TELEPHONE	TIGARD	, OR					
Completeness - UNK/NR	Destinati	n		Airport D	ata		
Basic Weather - IMC	ORCHAR	D,WA					
Wind Dir/Speed- 150/010 KTS						N/A	
Visibility - UNK/NR	ATC/Airspa	ce		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - UNK/NR	Type of	Flight Plan - NONE			Surface -	N/A	
Lowest Ceiling - OBSCURED	Type of	Clearance - NONE		Runway	Status -	N/A	
Obstructions to Vision- FOG	Туре Арс	h/Lndg [·] ~ NONE					
Precipitation - RAIN						•	
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 30	Medical C	ertificat	e - VALID	MEDICAL-NO	WAIVERS/	/LIMIT
Certificate(s)/Rating(s)		t Review		t Time (H			
PRIVATE	Current	- YES Total				Hrs -	2
SE LAND	Months Sin		Model-	103	Last 30	Days-	2
				4	Last 90		22

Instrument Rating(s) - NONE

----Narrative----

THE PLT WAS BRIEFED ON THE WEATHER ALONG HIS INTENDED ROUTE OF FLT & VFR FLT WAS NOT RECOMMENDED. THE ACFT DEPARTED VANCOUVER, WA, AND FLEW TO TIGARD, OR. IT WAS OBSERVED TO DEPART TIGARD AT ABOUT 1810 PDT. NUMEROUS WITNESSES REPORTED THAT AT ABOUT 1815, THEY SAW AN ACFT MANEUVERING AT LOW ALT NEAR A HIGHWAY, THEN IT DISAPPEARED WHILE FLYING TOWARD RISING TERRAIN. AT ABOUT 1820, RESIDENTS AT OR NEAR THE CREST OF THE HILLS HEARD THE ACFT CRASH. THE ACFT HAD HIT SUPPORTING GUY WIRE(S) FOR TOWER(S)S AT A RADIO/TV ANTENNA FARM. IMPACT OCCURRED AT ABOUT 250 FT AGL. REPORTEDLY, THE TOWERS WERE NOT VISIBLE DUE TO CLOUDS & FOG.

File No. - 846 5/19/84 PORTLAND, OR A/C Reg. No. N2OQ Time (Lc1) - 1820 PDT ------------IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CRUISE Finding(s) 1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND 2. WEATHER CONDITION - CLOUDS 3. TERRAIN CONDITION - RISING 4. WEATHER CONDITION - LOW CEILING 5. WEATHER CONDITION - FOG 6. WEATHER CONDITION - RAIN 7. WEATHER CONDITION - OBSCURATION 8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CRUISE Finding(s) 9. OBJECT - ELECT TOWER(MARKED) 10. OBJECT - GUY WIRE _____ 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) 8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,10

Brief of Accident (Continued)

Brief of Accident

File No 998 6/17/84 BURN	S,OR	A/C Reg. No. N49853			Time (Lc1) - 0900 PDT			
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damag SUBSTANTIAL	e	Fatal	Injur 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	1 0	
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Er Engine Ty	Model - LYCOMING gines - 1 pe - RECIPROCA er - 110 HP	TING-CARBURE	S	Installed/A tall Warnin			
Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	PULLMAN, Destination BAKER,OR ATC/Airspace Type of F1 Type of C1			OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Current Months Since	Medica Review - YES To e - UNK/NR Ma be - UNK/NR In	tal - ke/Model-	t Time (H 175 100	ours) Last 24 Last 30	Hrs -) Days- UNI	3	

Instrument Rating(s) - NONE

----Narrative----

DURING FLT OVER A MOUNTAINOUS AREA, THE PLT BECAME LOST & CALLED A FLT SERVICE STATION. SUBSEQUENTLY, HE WAS LOCATED & GIVEN VECTORS TO THE BURNS ARPT. HOWEVER, THE ENG LOST POWER FROM FUEL EXHAUSTION & THE PLT MADE A FORCED LANDING ABOUT 2 FROM THE ARPT. DURING THE LANDING, THE NOSE GEAR SANK IN SOFT TERRAIN & COLLAPSED.

File No 998 6/17/84 BURNS,OR	A/C Reg. No. N498	53 Time (Lc1) - 0900 PDT
Occurrence #1 LOSS OF POWER(TOTAL) - NON-ME Phase of Operation APPROACH	CHANICAL	
Finding(s) 1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT 2. FLUID,FUEL - LOW LEVEL 3. AIR/GROUND COMMUNICATIONS - INITIATED - PILO 4. FSS SERVICE - PERFORMED - ATC PERSONNEL(FSS) 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT 6. FLUID,FUEL - EXHAUSTION 7. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND	T IN COMMAND	
Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY		
Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING		
Finding(s) 8. TERRAIN CONDITION - SOFT 9. LANDING GEAR,NOSE GEAR - OVERLOAD		
Probable Cause		
The National Transportation Safety Board determines is/are finding(s) 1,5,6,7	s that the Probable Cause(s) of th	is accident
Factor(s) relating to this accident is/are finding(5) 2,8	
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and a second second Second second		

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Brief of Accident

Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	· 0	0	3
-Aircraft Information						
Make/Model - CESSNA 170A	Eng Make/Model - CON	ITINENTAL 0-300		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2200	Number Engines - 1 Engine Type - REC	IPROCATING-CARBURE		tall Warnin	ig system	1 - YES
No. of Seats - 4	5 11	145 HP	TUR			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC			- 4 -		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D LA GRA			
Wind Dir/Speed- CALM	LUCAL				29	
Visibility - 30.0 SM	ATC/Airspace				4576/	150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	NONE			ASPHALT	
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE		FULL STOP				
Precipitation - NONE			•			
Condition of Light - DUSK						
Personnel Information Pilot-In-Command	Age - 69	Medical Certificat				MTT
	Age - 69 Biennial Flight Review		nt Time (H		IIVER5/EI	
COMMERCIAL	Current - YES		2040	Last 24	Hrs -	1
SE LAND	Months Since - 1					
	Aircraft Type - UNK/NR	•			Days-	

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING THE LANDING ROLL, THE ACFT VEERED TO THE RIGHT. THE PLT APPLIED LEFT RUDDER, BUT THIS DID NOT HELP. SUBSEQUENTLY, THE ACFT WENT OFF THE RWY & THE LEFT MAIN GEAR SANK INTO SOFT GROUND & COLLAPSED. AN EXAM OF THE ACFT WAS MADE, BUT NO REASON WAS FOUND FOR THE RIGHT BRAKE TO LOCK.

File No 971	6/19/84 LA GF	RANDE, OR	A/C Reg. No.	. N9231A	Time (Lc1) - 2040 PDT
Occurrence #1 LOSS Phase of Operation LANDI		ROUND			
inding(s) 1. UNDETERMINED 2. DIRECTIONAL CONTROL - U 3. GROUND LOOP/SWERVE - U					
ccurrence #2 MAIN hase of Operation LANDI					

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) 4,5

Brief of Accident

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Type Operating Certificate-NONE (GENERAL	_ AVIATION)	vircraft Damage			Inj	uries	
		SUBSTANTIAL		Fatal		Mino	r None
Type of Operation -PERSONAL		ire	Crew	0	-	0	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - CESSNA 172	Eng Make/Mode	el - CONTINENTAL	0-300-D	É ELT	[nstalled	/Activate	ed - YES/N
Landing Gear - TRICYCLE-FIXED	Number Engine	es - 1		S	tall Warn	ing Syst	em – YES
Max Gross Wt - 2600		- RECIPROCATI	NG-CARBURE	TOR		_	
No. of Seats - 4	Rated Power	- 145 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity	,	
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	e Point		OFF AI	RPORT/STR	IP	
Method - N/A	SAME AS ACC	'INC					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	REDMOND, OR						
Wind Dir/Speed- UNK/NR				Runway	Ident	~ N/A	
Visibility - 30.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Fligh [.]				Surface		
Lowest Ceiling - NONE	Type of Cleara			Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	g ~ NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	· · · · ·	•					
Pilot-In-Command Certificate(s)/Rating(s)	Age - 37	Medical	Certificat	e – VALID	MEDICAL-	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Fligh	t Time (H	ours)		
PRIVATE	Current - Months Since - Aircraft Type -	UNK/NR Tota	al -	98	Last	24 Hrs -	7
NONE	Months Since -	UNK/NR Make	e/Model-	98	Last	30 Days-	UNK/NR
	Aircraft Type -	UNK/NR Inst	rument-	2	Last	90 Days-	15
Instrument Rating(s) - NONE							
Narrative							

File No 9	37 6	/30/84	BEND, OR.	A/C Reg.	No. N8467U	Time	(Lc1) - 1830 P	DT
Occurrence #1 Phase of Operation	LOSS OF TAKEOFF							
Finding(s) 1. WEATHER CONDITI 2. LIFT-OFF - PR 3. STALL - INADVER	EMATURE -	PILOT IN (COMMAND					
	IN FLIGH TAKEOFF		DN WITH TERRAIN CLIMB					
Probable Cause								
The National Transpo	rtation Sa	fety Board	d determines that t	he Probable Cause	(s) of this ac	cident		

is/are finding(s) 2

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

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Brief of Accident

File No 924 4/01/84 FACTO	RYVILLE,PA · A/C Reg	J. No. N6869B	Τi	me (Lc1) -	2130 EST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0 0	0 0	0 0	1 2
Aircraft Information Make/Model - PIPER PA-22-150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1950 No. of Seats - 4	Eng Make/Model - LYCC Number Engines - 1	MING 0-320-A1A PROCATING-CARBURE 50 HP	ELT I St TOR	nstalled/A all Warnir	ctivated 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- 315/003 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	SUSSEX,NJ Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - Type of Clearance -	NONE	Runway	ORT ta FIELD Ident - Lth/Wid - Surface -		28
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 40 M Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - UNK/NR	Total -	t Time (Ho	ours) Last 24 Last 30) WAIVERS/ Hrs - UN) Days- UN) Days-	IK/NR
Instrument Rating(s) - NONE					• • • -	
Narrative PLT STATED THAT HE INADVERTENTLY ALLOWED THE NAND BRAKE. THE LEFT MAIN AND NOSE GEARS CONT	ACTED A SNOW BANK AND THE AC	E LANDING ROLL WHEN T NOSED OVER.	N HE REACH	IED FOR THE		
	and and a second se Second second					

	924 4/01/84	FACTORYVILLE, PA	A/C Reg. No. N6869B	Time (Lc1) - 2130 EST
Occurrence #1 Phase of Operation		- ON GROUND		
	CONTROL - NOT MAINT	AINED - PILOT IN COMMAN CRAFT,DIVERTED ATTENTIO		
ccurrence #2		SION WITH TERRAIN		
hase of Operation	CANDING ROLL			
Phase of Operation Finding(s) 4. TERRAIN CONDITI				

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

Brief of Accident

Pario Information		A/C Reg. No.					
Basic Information Type Operating Certificate-NONE (GÉNERA		ircraft Damage DESTROYED		Fatal	Inj Serious	uries Minor	None
Type of Operation -FERRY		ire	Crew	1	0	MINOP	None
Flight Conducted Under -14 CFR 91		DN GROUND	Pass	0	ŏ	ő	ő
Accident Occurred During -LANDING				Ū	Ũ	Ū	Ũ
 -Aircraft Information							
Make/Model - CESSNA T210M		1 - CONTINENTA				/Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine			S	tall Warn	ing System	- YES
Max Gross Wt - 3800		- RECIP-FUEL	INJECTED				
No. of Seats - 6	Rated Power	- 310 HP					
-Environment/Operations Information	.			• • • •			
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure	Deint			Proximity		
Method - N/A	NEW CUMBERLA			ON AIR			
Completeness - N/A	Destination	ND, PA		Airport Da	.+-		
Basic Weather - VMC	BLOOMSBURG, P	٨		BLOOMSI			
Wind Dir/Speed- 250/006 KTS	BLOOMSBORG, P	H I			Ident	- 26	
Visibility - 25.0 SM	ATC/Airspace					- 2800/	50
Lowest Sky/Clouds - 30000 FT THIN		Plan - NONE				- ASPHALT	
Lowest Ceiling - NONE	Type of Cleara				Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- GO ARO	UND				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 54	Medical	Certificat	e - VALID	MEDICAL-	WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Revi	ew .	Fligh	nt Time (H	ours)		
PRIVATE	Current - Months Since -	UNK/NR LOT	al -	300	Last	24 Hrs -	
SE LAND	Aircraft Type -	UNK/NR Mak	e/model- trument-	160	Last	30 Days- U 90 Days-	
	All Chart Type -		Fligh al - e/Model- trument- ti-eng -	00	Potor		0
		Mai	th eng	0	ROTO	crart	0
Instrument Rating(s) - NONE							
-Narrative							
ACFT COLLIDED WITH PWR LINES DURING AN AT	TEMPTED GO-AROUND, WI	TNESSES STATED	THE ACFT W	AS NOSE L	DW UNTIL	JUST PRIOR	2
TOUCHDOWN WHEN IT PITCHED UP. THE ACFT BOU							
SIDE" ON THE RWY AND ONCE AGAIN BECAME AIR	BORNE. IT TRAVELED AP	RX 200 TO 300	FT AT AN AL	T OF 20 T	0 30 FT A	GL BEFORE	
CHING DOWN A THIRD TIME. WITNESSES CONTINU							-
TACTED THE PWR LINES WHILE IN A LEFT BANK							
PLT WAS FLYING THE ACFT TO BLOOMSBURG SO							
E NOTED AN INVESTIGATION DEVEALED A LOUFE	COMPRESSION IN THE N	UMBER 6 CVI TH	AN IN THE C	THERS. ME	ASUREMENT	ON THE	
E NOTED. AN INVESTIGATION REVEALED A LOWER							
G FLAP ACTUATOR EXTENSION REVEALED A LOWER G FLAP ACTUATOR EXTENSION CORRELATES TO A RT FLD LANDINGS AND FOR FLAPS TO BE RETRAC	12 DEG FLAP SETTING.	THE PLT/OPERAT	OR HANDBOOK	CALLS FO	R FULL FL		ì

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File No 9	70 5/24/84 BLOOMSB	JRG, PA	A/C Reg. N	0. N73TE	Time (Lcl) - 1130 EDT
	HARD LANDING LANDING - FLARE/TOUCHDOWN				
ase of operation					
nding(s)		4 - 13 - 14 M			
	R - PILOT IN COMMAND DUNCED LANDING - IMPROPER -	DTLOT TH COMMAND			
	JONGED LANDING - IMPROPER -				
	THE FLICHT COLLISION WITH				
ase of Operation	IN FLIGHT COLLISION WITH (APPROACH - GO-AROUND (VFR)			
		, ,			
nding(s) 3 co-Apolino - DEL	AYED - PILOT IN COMMAND				
	RANSMISSION(MARKED)				
5. CLEARANCE - N	DT OBTAINED - PILOT IN COMM	AND	n an		
currence #3	IN FLIGHT COLLISION WITH	TERRAIN			
ase of Operation	DESCENT - UNCONTROLLED				
Probable Cause					
	tation Safety Board determ	ines that the Proba	ble Cause(s) of this ac	cident
s/are finding(s) 3,	5				
ctor(s) relating t	o this accident is/are find	ing(s) 1,2,4			
				4	
	an a				
		- 			

Brief of Accident

Type Operating Certificate-NONE (GEN	ERAL AVIATION) Aircra	ft Damage		Injur	tes	
······································		ANTIAL	Fata1	Serious		None
Type of Operation -INSTRUCTI	ONAL Fire	Crew	0		1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	· 0	0	0	0
Accident Occurred During -LANDING						
ircraft Information						
Make/Model - SCHWEIZER SGS 1-26A	Eng Make/Model - N			Installed/A		
Landing Gear - UNK/NR	Number Engines - N		S	tall Warnir	ig System	- NO
Max Gross Wt - 600	Engine Type - N					
No. of Seats - 1	Rated Power - N	/A 				
nvironment/Operations Information						
leather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEF		t	OFF AI	RPORT/STRIP	•	*
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL			DON COUNTY	40	
Wind Dir/Speed- 150/006 KTS Visibility - 7.0 SM	ATC/Airspace			Ident - Lth/Wid -		75
Lowest Sky/Clouds - 3000 FT S				Surface -		75
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Kariway	Juu	DIT	
Precipitation - NONE	type Apeny Endg					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 24	Medical Certifica	ate - VALID	MEDICAL-WA	IVERS/LIM	AIT .
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (H			
PRIVATE, COMMERCIAL, CFI	Current - YES	Total -	391	Last 24	Hrs -	1
SE LAND, ME LAND, SE SEA	Months Since - 6 Aircraft Type - C-150	Make/Model- Instrument-	1	Last 30) Days- UN	IK/NR
· ·	Aircraft Type - C-150			Last 90) Days-	75
		. Multi-Eng -	49			
Instrument Rating(s) - AIRPLANE						

File No 843 6/16/84 MANNING,SC	A/C Reg. No. N2754R	Time (Lc1) - 1345 EDT
Occurrence DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING		
Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND		
Probable Cause	· · · · · · · · · · · · · · · · · · ·	

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

Brief of Accident

AVIATION SUB MESTIC,PASSENGER Fire NON Eng Make/Model - Number Engines - Engine Type - Rated Power - Itinerary Last Departure Po SAME AS ACC/INC Destination COLUMBIA,SC	E CONTINENTAL IO- 2 RECIP-FUEL INJE 260 HP	-470-L ELT ECTED Airport ON AIF Airport [O O Installed/Ac Stall Warning Proximity RPORT	Minor O O ctivated	
Eng Make/Model - Number Engines - Engine Type - Rated Power - Itinerary Last Departure Po SAME AS ACC/INC Destination COLUMBIA,SC	CONTINENTAL IO- 2 RECIP-FUEL INJE 260 HP	-470-L ELT ECTED Airport ON AIF Airport [Stall Warning Proximity RPORT		
Last Departure Po SAME AS ACC/INC Destination COLUMBIA,SC		ON AIF Airport [RPORT		
ATC/Airspace TERED Type of Flight Pl EN Type of Clearance Type Apch/Lndg	e - VFR	Runway Runway Runway Runway	y Lth/Wid - y Surface -		150
Biennial Flight Review Current - YES Months Since - 10 Aircraft Type - UNK LICOPTER EAR MOTOR CIRCUIT BREAKE N, BUT WITH THE SAME RES	S Total Make/Mod K/NR Instrume Multi-Er ER (C/B) POPPED. SULTS. THE PLT WA S SUBSEQUENTLY LA	Flight Time (H - 3884 del- 426 ent- 697 ng - 1670 HE RESET THE C, AS NOT ABLE TO H ANDED WITH THE H	Hours) Last 24 Last 30 Rotorcra /B & AFTER A EXTEND THE GI	Hrs - Days- UI Days- aft - COOL EAR	3 NK/NR 122 1724
	Type Apch/Lndg Age - 40 Biennial Flight Review Current - YES Months Since - 10 Aircraft Type - UNH LICOPTER EAR MOTOR CIRCUIT BREAKS N, BUT WITH THE SAME RES ION SYSTEM. THE ACFT WAS I REVEALED THAT SEVERAL F OF THE LANDING GEAR ACTU	Type Apch/Lndg - PRECAUTION/ Age - 40 Medical Cer Biennial Flight Review Current - YES Total Months Since - 10 Make/Moo Aircraft Type - UNK/NR Instrum Multi-Ei LICOPTER EAR MOTOR CIRCUIT BREAKER (C/B) POPPED. N, BUT WITH THE SAME RESULTS. THE PLT W. ION SYSTEM. THE ACFT WAS SUBSEQUENTLY L I REVEALED THAT SEVERAL P/N 5201KD BEARI OF THE LANDING GEAR ACTUATING SYSTEM. T	Type Apch/Lndg - PRECAUTIONARY LANDING Age - 40 Medical Certificate - VALII Biennial Flight Review Flight Time (I Current - YES Total - 3884 Months Since - 10 Make/Model- 426 Aircraft Type - UNK/NR Instrument- 697 Multi-Eng - 1670 LICOPTER EAR MOTOR CIRCUIT BREAKER (C/B) POPPED. HE RESET THE C N, BUT WITH THE SAME RESULTS. THE PLT WAS NOT ABLE TO ION SYSTEM. THE ACFT WAS SUBSEQUENTLY LANDED WITH THE I REVEALED THAT SEVERAL P/N 5201KD BEARINGS WERE BROKEN OF THE LANDING GEAR ACTUATING SYSTEM. THERE WAS LITTLE	Type Apch/Lndg - PRECAUTIONARY LANDING Age - 40 Medical Certificate - VALID MEDICAL-NO Biennial Flight Review Flight Time (Hours) Current - YES Months Since - 10 Make/Model - 426 Aircraft Type - UNK/NR Instrument - 697 LICOPTER EEAR MOTOR CIRCUIT BREAKER (C/B) POPPED. HE RESET THE C/B & AFTER A N, BUT WITH THE SAME RESULTS. THE PLT WAS NOT ABLE TO EXTEND THE G ION SYSTEM. THE ACFT WAS SUBSEQUENTLY LANDED WITH THE LANDING GEAR REVEALED THAT SEVERAL P/N 5201KD BEARINGS WERE BROKEN & HAD BECOM	Type Apch/Lndg - PRECAUTIONARY LANDING Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Biennial Flight Review Current - YES Total - 3884 Last 24 Hrs - Months Since - 10 Make/Model- 426 Aircraft Type - UNK/NR Instrument- 697 LICOPTER EEAR MOTOR CIRCUIT BREAKER (C/B) POPPED. HE RESET THE C/B & AFTER A COOL N, BUT WITH THE SAME RESULTS. THE PLT WAS NOT ABLE TO EXTEND THE GEAR ION SYSTEM. THE ACFT WAS SUBSEQUENTLY LANDED WITH THE LANDING GEAR REVEALED THAT SEVERAL P/N 5201KD BEARINGS WERE BROKEN & HAD BECOME JAMMED OF THE LANDING GEAR ACTUATING SYSTEM. THERE WAS LITTLE GEAR LUBRICANT IN

File No 939	7/19/84	ND.MYRTLE BEACH,SC	A/C Reg. No. N4E	Time (Lc1) - 1513 EDT	
	•				
Dccurrence IN FL:	IGHT COLLIS!	ION WITH TERRAIN			
Phase of Operation LANDI	NG - FLARE/1	FOUCHDOWN			
4. MAINTENANCE, RÉPLACEMEN 5. GEAR EXTENSION - NOT PO	EXTENSION A ION - INADEC T - NOT PERF OSSIBLE - PI	ASSEMBLY - JAMMED QUATE - COMPANY MAINTENAN FORMED - COMPANY MAINTENA	NCE PSNL		

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

Brief of Accident

File No 976 7/20/84	JOHN'S ISLAND, SC	A/C Reg. No. NS	5110F	т	ime (Lc1) -	1205 EDT	
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSON Flight Conducted Under -14 CFR Accident Occurred During -TAKEOF	91	Fire NONE	Crew Pass	0	0	1 0	0
Aircraft Information Make/Model - CESSNA 172F Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number E Engine T	/Model - CONTINENTAL ngines - 1 ype - RECIPROCATIN wer - 145 HP		S	Installed/A tall Warnin		
Environment/Operations Information- Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Depa CHARLES			Airport ON AIR	Proximity PORT		
Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 270/005 KTS	Destinatio LOCAL		1		STON Ident -		. = 4
Visibility - 15.0 SM Lowest Sky/Clouds - 2000 F Lowest Ceiling - 2000 F Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	T BROKEN Type of C Type Apch	e light Plan - VFR learance - NONE /Lndg - NONE		Runway	Lth/Wid - Surface - Status -		150
Personnel Information Pilot-In-Command	Age - 35				MEDICAL-WA	IVERS/LIM	 IT
Certificate(s)/Rating(s) STUDENT	Biennial Flight Current Months Sinc Aircraft Ty	- N/A Tota e - N/A Make	I -	37		Days- UN	1 K/NR 37

Instrument Rating(s) - NONE

----Narrative----

DURING A SOLO FLT, THE STUDENT FLEW TO A LOCAL ARPT TO PRACTICE TAKEOFFS & LANDINGS. AFTER HIS LAST LANDING (ON RWY 9), HE ELECTED TO MAKE A X-WIND TAKEOFF ON RWY 21. DURING THE TAKEOFF, THE ACFT BEGAN DRIFTING LEFT AT ABOUT LIFT-OFF SPEED. THE STUDENT INITIATED CORRECTIVE ACTION, BUT THE ACFT CONTINUED TO THE LEFT. HE THEN LIFTED OFF & HEARD THE STALL WARNING HORN. THE CONTROLS BECAME MUSHY AS THE ACFT APPROACHED THE TREES. THE ACFT THEN STALLED & IMPACTED THE GROUND JUST SHORT OF THE TREES.

File No 976 7/20/84 JOHN'S ISLAND,SC	A/C Reg. No. N5110F	Time (Lc1) - 1205 EDT
currence #1 LOSS OF CONTROL - IN FLIGHT ase of Operation TAKEOFF - INITIAL CLIMB		
nding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE I 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 5. LIFT-OFF - PREMATURE - PILOT IN COMMAND 6. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 7. ADDODECT NOT OPTAINED DIVIDINAND		IMMAND
7. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND 8. STALL - INADVERTENT - PILOT IN COMMAND		· · · · · · · · · · · · · · · · · · ·
ccurrence #2 IN FLIGHT COLLISION WITH TERRAIN hase of Operation TAKEOFF		
Probable Cause		
he National Transportation Safety Board determines that the s/are finding(s) 2,7,8	Probable Cause(s) of this accide	ent
actor(s) relating to this accident is/are finding(s) 1,3,6		

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -AERIAL OBSERV Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	ATION	Fire NONE	Crew Pass	0 1	1 0	0 0	0 0
Aircraft Information Make/Model - PIPER J3C-65 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Number E	/Model - CONTINENTA ingines - 1 ype - RECIPROCAT wer - 65 HP		S	Installed/A tall Warnin		
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary	arture Point			Proximity RPORT/STRIP		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A		RINGS, SD		OFF AI	RPURI/SIRIP		
Completeness - N/A	Destinatio			Airport D	ata		
Basic Weather - VMC	LOCAL			Anport D	ata		
Wind Dir/Speed- 335/012 KTS	LOOAL			Runwav	Ident -	• N/A	
Visibility - 15.0 SM	ATC/Airspac	20				- N/A	
Lowest Sky/Clouds - CLEAR	Type of F	light Plan - NONE		Runway	Surface -	- N/A	
Lowest Ceiling - NONE	Type of (learance - NONE		Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apc	n/Lndg - NONE	•				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 48	Medical	Certificat	te – EXPIR	ED		
Certificate(s)/Rating(s)	Biennial Flight	: Review	Fligh	nt Time (H	ours)		
NONE	Current	- N/A Tot				4 Hrs - UN	
	Months Sind		e/Model-			Days- UN	
	Aircraft Ty	/pe - N/A Ins	trument-	0	Last 90) Days- UN	JK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PILOT WAS FLYING ALONG A RIVER BOTTOM LOOKING FOR STRAY CATTLE WHEN THE ACFT CRASHED INTO THE GROUND. HE RECEIVED A SERIOUS HEAD INJURY & COULD NOT RECALL DETAILS OF THE ACCIDENT, BUT HE BELIEVED THAT HE WAS FLYING AT ABOUT 100 FT AGL. AN EXAM OF THE CRASH SITE REVEALED THE ACFT HAD IMPACTED IN A NOSE DOWN, RIGHT WING LOW ATTITUDE WHILE AT SLOW SPEED. RESCUE PERSONNEL FOUND THE PLT IN A SEMI-CONSCIOUS CONDITION. THE DECEASED PASSENGER WAS FOUND LYING OUTSIDE THE RIGHT COCKPIT DOOR. THE PLT HAD PREVIOUSLY OBTAINED A STUDENT CERTIFICATE (MANY YEARS AGO), BUT HAD NOT GOTTEN A PRIVATE CERTIFICATE. HIS CLASS III MEDICAL CERTIFICATE HAD EXPIRED.

File No 8	1/05/84	ELM SPRINGS,SD	A/C Reg. No. N98322	Time (Lc1) - 0930 MST
Occurrence #1 Phase of Operation		- IN FLIGHT		
2. IMPROPER US 3. MANEUVER - PERF 4. AIRCRAFT HANDLI 5. IMPROPER US 6. AIRSPEED - INAD	E OF PROCEDURE,QUA ORMED - PILOT IN CO NG - NOT MAINTAINE	D - PILOT IN COMMAND CRAFT,DIVERTED ATTÉNTIO COMMAND		
Occurrence #2 Phase of Operation				

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ift Damage		Inju	uries	
		ANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire	Crev	-		0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information				 .		
Make/Model - MAULE M-4-220C		RANKLIN 6A-350-C1				- YES-UNK/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warn	ing System	- YES
Max Gross Wt - 2300 No. of Seats - 4	Rated Power -	ECIPROCATING-CARBU 220 HP	RETUR			
	Rated Power -	220 HP				
Environment/Operations Information				_		
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Poir NEWCASTLE.WY	ול	ON AIF	PURI		
Completeness - WEATHER NOT PERTINENT			Airport D	2+2		
Basic Weather - VMC	SAME AS ACC/INC		BOB WI			
Wind Dir/Speed- 020/015 KTS	34ME 43 400/ 110			Ident	- 31	
Wind Dir/Speed- 020/015 KTS Visibility - 15.0 SM	ATC/Airspace				- 3900/	75
Lowest Sky/Clouds - 5000 FT SCAT	TERED Type of Flight Plar	n - NONE	Runway	Surface	- ASPHALT	
Lowest Ceiling - NONE				Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
- Personnel Information						(· -··
Pilot-In-Command	Age - 34	Medical Certific			NU WAIVERS,	LIMII
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YES	Total -	ght Time (F	Lact 1	24 Hrs -	Λ
SE LAND, ME LAND	Months Since - 10	Make/Model-	1203	Last lact	30 Days- U	
SE LAND, ME LAND	Months Since - 10 Aircraft Type - UNK/M	Make/Model- IR Instrument-	108	Last	90 Days - 0	
	Andrait Type black	Multi-Eng -		2031	So Days	100
			200			
Instrument Rating(s) - NONE						
E PLT REPORTED THAT A GUST OF WIND WAS ENCO	UNTERED DURING THE LANDING	ROLL THE ACET SW	FRVED TO TH	E RIGHT &	LEFT	
DDER DID NOT CORRECT THE SITUATION. THE ACF						
E TAILWHEEL AFTER THE ACCIDENT & FOUND IT "	UNDULY STIFF. " HE THOUGHT	THIS MADE CONTROL	OF THE TAI	LWHEEL "W	ΕΑΚ ΤΟ	
N-EXISTENT." HE DID NOT MENTION ANY PREVIO						

File No. - 810 5/10/84 WINNER, SD A/C Reg. No. N40352 Time (Lc1) - 1700 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, TAILWHEEL ASSEMBLY - MOVEMENT RESTRICTED 2. WEATHER CONDITION - CROSSWIND 3. WEATHER CONDITION - GUSTS 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - DITCH _____ ----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) 1,2,3,7

Brief of Accident

File No 841 6/18/84 HENN	ING,TN A/CF	Reg. No. N30865	Time	(Lc1) - 0045 C	т
Basic Information					
Type Operating Certificate-NONE (GENER	AL AVIATION) Aircrai	t Damage		Injuries	
		NTIAL		erious Minor	None
Type of Operation -PERSONAL	Fire	Crew	-	0 1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0 2	0
Accident Occurred During -LANDING					
Aircraft Information					
Make/Model - CESSNA 177B	Eng Make/Model - L	COMING 0-360-A1F6	ELT Inst	alled/Activated	d - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines -			Warning System	
Max Gross Wt - 2500		CIP-FUEL INJECTED			
No. of Seats - 4	e ,,	180 HP			
Environment/Operations Information					
Weather Data	Itinerary		Airport Pro	/imitv	
Wx Briefing - FSS	Last Departure Point	-	OFF AIRPOR		
Method - IN PERSON	UNION CITY, TN	-	UFF AIRFUR	CI/SIRIP	
Completeness - WEATHER NOT PERTINEN			Airport Data		
Basic Weather - VMC	MILLINGTON, TN		Amport Data		
Wind Dir/Speed- CALM	MILLINGION, IN			ent - N/A	
Visibility - UNK/NR	ATC/Airspace			h/W1d - N/A	
		VER			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			face - N/A	
Lowest Ceiling - NONE	Type of Clearance		Runway Sta	atus - N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING			
Precipitation - NONE					
Condition of Light - NIGHT(DARK)					
Personnel Information					
Pilot-In-Command	Age - 19	Medical Certifica	te - VALID MED	DICAL-NO WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	ht Time (Hours		
PRIVATE	Current - YES	Total -	228	Last 24 Hrs - U	JNK/NR
SE LAND	Months Since - 3	Make/Model-	13	Last 30 Days- I	JNK/NR
	Aircraft Type - C-177	3 Instrument-	4	Last 30 Days- U Last 90 Days- U	JNK/NR
· · · · · · · · · · · · · · · · · · ·				,	• • • •
Instrument Rating(s) - NONE					
Narrative HE ACFT MADE A FORCED LANDING AFTER A POWER HE PLT HAD LANDED TWICE EN ROUTE FOR FUEL, LT. HE ELECTED TO CONTINUE AFTER THE LAST S	BUT WAS NOT SUCCESSFUL IN OF	TAINING A SUFFICIE	NT QUANTITY TO	COMPLETE THE	
· · · · · · · · · · · · · · · · · · ·					
and the second	• • • • • • • • • • • • • • • • • • •				
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File No 8	41 6/18/84 HENN	ING,TN	A/C Reg. No.	N30865	Time (Lc1) - 0045 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - CRUISE	NON-MECHANICAL			
2. IN-FLIGHT PLANN 3. FLUID,FUEL - EX	GHT - IMPROPER - PILOT I ING/DECISION - IMPROPER HAUSTION INADEQUATE - PILOT IN C	- PILOT IN COMMAND			
Occurrence #2 Phase of Operation	FORCED LANDING Descent - Emergency				
Occurrence #3	IN FLIGHT COLLISION WI Lànding	TH TERRAIN			

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

Brief of Accident

File No 997 3/12/84 BLANCO	,TX A/C Reg.	No. N4004C	Т	ime (Lcl) -	1700 CST	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	AVIATION) Aircraft D DESTROYED Fire NONE		Fatal O O	Injur Serious O O		None 0 0
Accident Occurred During TAKEDF -Aircraft Information Make/Model - STINSON 108-3 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2400 No. of Seats - 4	Eng Make/Model - FRANK Number Engines - 1 Engine Type - RECIP Rated Power - 16	ROCATING-CARBURE	S	Installed/A 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- 225/006 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE 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 - N Type of Clearance - N Type Apch/Lndg - U	IONE	OFF AI Airport Da Runway Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	
	Age - 58 Me Biennial Flight Review Current - NO Months Since - UNK/NR Aircraft Type - UNK/NR	Total - UN	t Time (H	ours) Last 24		0 0 0 K/NR

Instrument Rating(s) - NONE

----Narrative----

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ACCORDING TO THE PLT, THE ACFT WAS STANDING UNATTENDED WITH THE ENG RUNNING AT 1000 RPM WHEN AN INEXPERIENCED PERSON ATTEMPTED TO SHUT DOWN THE ENG. HE REPORTEDLY PUSHED THE THROTTLE IN, INSTEAD OF PULLING IT OUT & THE ACFT JUMPED THE CHOCKS. ACCORDING TO 2 OTHER INDIVIDUALS, THE PLT INITIATED A TAKEOFF, BUT HE SAID THE ENG DID NOT DEVELOPE SUFFICIENT POWER, SO HE MADE A FORCED LANDING. SUBSEQUENTLY, THE ACFT HIT TREES & WAS DAMAGED. THE PLT HAD NO RECENT FLYING TIME.

File No	997 3/12/84	BLANCO, TX	A/C Reg. No. N4004C	Time (Lc1) - 1700 CST
Occurrence Phase of Operation	IN FLIGHT COLLIS TAKEOFF	ION WITH OBJECT	· · · · · · · · · · · · · · · · · · ·	
	CISION - IMPROPER -		T EXPERIENCE - 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) 1,3

Brief of Accident

ircraft Information	DESTROYED Fire ON GROUND	Crew D Pass	1 (1 (bus Minor D O D O	None O O
Flight Conducted Under -14 CFR 91 Accident Occurred During -UNKNOWN ircraft Information	ON GROUNE) Pass	1 (-
Accident Occurred During -UNKNOWN ircraft Information				0 0	0
ircraft Information					
ircraft Information					
Make/Mode1 - BELLANCA 8GCBC	Eng Make/Model - LYCOM			led/Activated	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			arning System	- YES
Max Gross Wt - 2150	Engine Type - RECIE		2		
No. of Seats - 2	Rated Power '- 18	30 HP			
nvironment/Operations Information					
eather Data	Itinerary	A	irport Proxim	ity	
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/	STRIP	
Method - N/A	HOUSTON,TX				
Completeness - N/A	Destination	Air	rport Data		
Basic Weather - VMC	LOCAL				
Wind Dir/Speed- 290/009 KTS			Runway Ident		
Visibility - 15.0 SM	ATC/Airspace		Runway Lth/W		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - N		Runway Surfa		
Lowest Ceiling - NONE	Type of Clearance - N		Runway Statu	5 - N/A	
Obstructions to Vision- NONE	Type Apch/Lndg - N	NONE			
Precipitation - NONE					
Condition of Light - DAYLIGHT					
ersonnel Information					
	Age - 45 Me	edical Certificate -	· VALID MEDIC	AL-NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Flight 1	fime (Hours)		
	Current - YES	Total - 148	34 La:		
SE LAND	Months Since - 17	Make/Model - 16	51 La:	st 30 Days-	
GLIDER	Months Since - 17 Aircraft Type - UNK/NR	Instrument- UNK/N	NR La:	st 90 Days-	
		Multi-Eng -	6 RO	torcraft - U	NK/NR
Instrument Rating(s) - NONE					

STABILIZER, PROP & RIGHT WING STRUT WERE DAMAGED. NO ENTRIES HAD BEEN MADE IN THE ACFT LOGBOOKS SINCE THE ANNUAL INSPECTION ON 8/15/83. THE EXTENT OF THE REPAIRS FROM THE WIND DAMAGE COULD NOT BE DETERMINED.

	95 4/08/84	HOUSTON, TX	A/C Reg. No	D. N4167Y	Time (Lc1) - 1828 CST
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/M/	ALFUNCTION		
-	PREVIOUS DAMAGE AJOR REPAIR - PERFO DRDKEEPING - NOT MA	DRMED - OTHER MAINTE AINTAINED - OTHER MA			
Occurrence #2 Phase of Operation	_	- IN FLIGHT			

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

-Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircra	aft Damage			Injur	ies	
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING	CATION Fire ON G	TANTIAL	Fa Crew Pass	atal 1 O	0		None O O
-Aircraft Information Make/Model - ROCKWELL INTERNATIONAL Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 8200 No. of Seats - 1	S-2R Eng Make/Model - (Number Engines - Engine Type - ⁻ Rated Power -	1 TURBOPROP 600 HP		S	Installed// tall Warnir	ng 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- 180/003 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary	nt n - NONE - NONE	Ain (Air; 	rport F DFF AIF cort Da Runway Runway Runway Runway	Proximity RPORT/STRIF ata	- N/A - N/A - N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Instrument Rating(s) - NONE -Narrative LE SPRAYING A FIELD WITH PROPANEL & MODOWN E. THE VERTICAL STABILIZER CONTACTED THE L THEN IT DOVE DOWN, CRASHED & BURNED. THE	OWEST WIRE WHICH TORE LOO	Total Make/Moo NR Instrume Multi-Er AS CROSSING BEL SE THE VERTICAL	Flight T - 171: Mel- UNK/Ni ent- UNK/Ni Mg - 1: OW A HIGH STABILIZ	ime (Ho 2 R 2 TENSIO ER. THI	Durs) Last 24 Last 30 Rotorcr DN POWER E ACFT PIT(Hrs -) Days- UN) Days- UN aft - UN CHED NOSE	3

File No 9	64 5/09/84	BAY CITY,TX	A/C Reg.	No. N8481V	Time (Lc1) - 1940 CDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLISI MANEUVERING - AER				
Finding(s) 1. OBJECT - WIRE,T 2. CLEARANCE - M		COMMAND			
Occurrence #2 Phase of Operation	IN FLIGHT COLLISI DESCENT - UNCONTR				
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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENER/	AL AVIATION) Aircraft	Damage		Injur	ies	
	SUBSTAN	IAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE		-	0	0	3
Aircraft Information						
Make/Mode1 - CESSNA 182P Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Model - CON Number Engines - 1	INENTAL 0-470-S	ELT	Installed/A tall Warnir		
Max Gross Wt - 2800	Engine Type - REC			tali warnir	ig system -	TES
No. of Seats - 4		230 HP				
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary G Last Departure Point			Proximity RPORT/STRIF		
Method - N/A	PROVO,UT		UFF AI	RPURI/SIRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		JUNCTI			
Wind Dir/Speed- 200/008 KTS					N/A	
Visibility - 70.0 SM Lowest Sky/Clouds - 12000 FT SCA1		NONE		Lth/Wid - Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -		Kariway	Status	11/ 4	
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 40	ledical Certifica	- · VALTD			T.4.T.T
Certificate(s)/Rating(s)	Biennial Flight Review	Flic	ht Time (H		WAIVER5/L	_ 1 M 1 1
PRIVATE	Current - YES	Total -	285	Last 24	Hrs -	1
SE LAND	Current - YES Months Since - 20 Aircraft Type - UNK/NR	Make/Model-	171	Last 30	Days- UNK	K/NR
	Aircraft Type - UNK/NR	Instrument-	7	Last 90	Days-	6
Instrument Rating(s) - NONE						
Narrative						
E PILOT INADVERTENTLY LANDED ON A CLOSED SE RFACE WAS NARROW AND CONTAINED BROKEN CHUNH					'n	
1 FT X 1 FT ROCK. THE ACFT THEN VEERED TO			FI MAIN GE	AR CUNTACTE	U	

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File No 888	6/02/84 JUNCTION,UT	A/C Reg. No. N661SR	Time (Lc1) - 1630 MDT	
	ROUND COLLISION WITH TERRAIN ING - 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) 1,3,4

	AL ATRCRAFT	Aircraft [)amage		Ini	uries	
Type Operating Certificate-AGRICULTUR		SUBSTANT		Fatal	Serious	Minor	None
Type of Operation -AERIAL APP Flight Conducted Under -14 CFR 137	LICATION	Fire	Crew		· 0	0	1
		NONE	Pass	0	0	0	0
Accident Occurred During -CRUISE							
ircraft Information							
Make/Model - ROCKWELL CALLAIR A-9B			MING I0-540-81C5				
Landing Gear - TAILWHEEL-ALL FIXED		ngines - 1		S	tall Warn	ing System	- YES
Max Gross Wt - 3000			P-FUEL INJECTED				
No. of Seats - 1	Rated Por	wer - 29	90 HP 				
nvironment/Operations Information							
eather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFI				OFF AI	RPORT/STR	IP	
Method - N/A	SAME AS			4.1			
Completeness - N/A Basic Weather - VMC	Destination LOCAL	n		Airport D	ата		
Wind Dir/Speed- CALM	LUCAL			Pupway	Ident	- N/A	
Visibility - 60.0 SM	ATC/Airspac	a			Lth/Wid		
Lowest Sky/Clouds - CLEAR	- / /	- light Plan - M	NONE		Surface		
Lowest Ceiling - NONE		learance - I			Status		
Obstructions to Vision- NONE			FORCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 38	Me	edical Certifica			WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (H	ours)		
COMMERCIAL	Current	- YES	Flig Total - Make/Model-	1190	Last	24 Hrs - 30 Days- U	4
SE LAND, ME LAND	Months Sinc	e - 15 pe - UNK/NR	Make/Model- Instrument-		Last	30 Days- U 90 Days-	
GLIDER	Aircraft ly	pe - UNK/NK	Multi-Eng -	28	Last	90 Days-	45
			Marti Ling	20			
Instrument Rating(s) - NONE							
arrative							
SPRAYING SEVERAL FIELDS, THE PLT LOOK		MAD DUDING		S OF ALTT		PED	
CFT COLLIDED WITH A BARBED WIRE FENCE.							

File No 8	36 6/15/84	CIRCLEVILLE,UT	A/C Reg. No. N7660V	Time (Lc1) - 0800 MDT
Occurrence #1 Phase of Operation		ION WITH OBJECT		
Finding(s) 1. VISUAL LOOKOUT 2. IMPROPER US 3. OBJECT - FENCE 4. CLEARANCE - NO	E OF EQUIPMENT/AIR	CRAFT, DIVERTED ATTENT	ION - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	LANDING			
Occurrence #3 Phase of Operation				
Finding(s) 5. LANDING GEAR - (
Probable Cause				
The National Transpo is/are finding(s) 1,3		rd determines that th	e Probable Cause(s) of this acci	dent
		•		•

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

Brief of Accident

File No 951 7/17/84 W BOUNTIFUL,UT		A/C Reg. No.	Time (Lc1) - 1640 MDT				
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Aircraft Damag SUBSTANTIAL Fire NONE	ge Crew Pass	Fatal O O	Injur Serious O 1	Minor	None O O
Aircraft Information Make/Model - CESSNA 172 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2075 No. of Seats - 4	Number Engir Engine Type	le1 - LYCOMING les - 1 - RECIPROCA - 180 HF	TING-CARBURE	S	Installed/A 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- 050/003 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departur SAME AS ACC Destination LOCAL ATC/Airspace Type of Fligh Type of Clear Type Apch/Lno	r/INC nt Plan - NONE		OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Rev	UNK/NR To UNK/NR Ma	al Certificat Fligh otal - ake/Model- nstrument-	t Time (H 1000 1000	ours) Last 24	Hrs -) Days-	UNK/NR UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS A CESSNA 172 THAT HAD BEEN CONVERTED TO A "TEXAS TAILDRAGGER" IN ACCORDANCE WITH AN APPROVED STC. THE PURPOSE OF THE FLT WAS FOR THE PLT TO OBTAIN A BIENNIAL FLT REVIEW. HE STATED THAT IMMEDIATELY AFTER TAKEOFF, THE ENG BEGAN TO PROGRESSIVELY LOSE POWER, WITH EXCEPTION OF 2 OR 3 SHORT POWER SURGES. THE INSTRUCTOR PLT (CFI) SAID THAT HE TURNED ON THE BOOST PUMP & VARIED THE MIXTURE CONTROL WITH NO POSITIVE RESULTS. HE STATED THAT THE ENG NEVER COMPLETELY LOST POWER. THE CFI ASSUMED CONTROL OF THE ACFT & MADE AN EMERGENCY LANDING BY MANEUVERING BETWEEN HOUSES & OBSTRUCTIONS. HOWEVER, DURING THE LANDING, THE ACFT STRUCK A POWER LINE, A FENCE & A DITCH. AN EXAM OF THE ENG & ACFT REVEALED NO MAJOR DISCREPANCIES THAT WOULD HAVE RESULTED IN A LOSS OF POWER. THE DENSITY ALT WAS ABOUT 6800 FT.

File No 9	51 7/17/84 W BOUNTIFUL,UT	A/C Reg. No. N4O44F	Time (Lc1) - 1640 MDT
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL CLIMB		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. OBJECT - WIRE,T	RANSMISSION		
Occurrence #4 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING		
Finding(s) 3. OBJECT – FENCE			·
Occurrence #5 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING		
Finding(s) 4. TERRAIN CONDITI			
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 to this accident is/are finding(s) 2,3,4

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERA		aft Dama	age		Injur		
Type of Operation -PERSONAL	Fire	ROYED	Crew	Fatal	Serious O	Minou O	
Flight Conducted Under -14 CFR 91	NONE		Pass		1	0	
Accident Occurred During -APPROACH						· ·	· ·
-Aircraft Information							
Make/Model - CESSNA 172RG	Eng Make/Model -		G 0-360-F1A6		Installed/#		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -				Stall Warnir	ng Syste	em – YES
Max Gross Wt - 1653 No. of Seats - 4	Engine Type - Rated Power -	180 I		EIUR			
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
W× Briefing - FSS	Last Departure Poi	nt		OFF A	IRPORT/STRIF	>	
Method - TELEPHONE	WASHINGTON, DC						
Completeness - PARTIAL,LMTD BY PILOT Basic Weather - IMC	Destination SAME AS ACC/INC			Airport CHESA			
Wind Dir/Speed- 080/005 KTS	SAME AS ACC/INC					04	
Visibility - UNK/NR	ATC/Airspace				v Lth/Wid -		/ 75
Lowest Sky/Clouds -	Type of Flight Pla	n - TFR			y Surface		
Lowest Ceiling - OBSCURED	Type of Clearance					WET	
Obstructions to Vision- FOG	Type Apch/Lndg	- UNK					
Precipitation - NONE							
Condition of Light - NIGHT(DARK)							
-Personnel Information		•• ••					
Pilot-In-Command	Age - 23		cal Certifica) WAIVE	RS/LIMII
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES		Filg Total -	ht Time (161		Line -	UNK/NR
SE LAND	Months Since - 12						
SE LAND	Aircraft Type - C-17	יי. יס	Instrument-	6	Last 90		
		- 1	Multi-Eng -	35	Rotorcr		5
Instrument Rating(s) - NONE							

RATED PLT THEN DEPARTED DULLES ARPT ON AN IFR FLT PLAN IN IMC. AFTER DEPARTURE, HE DID NOT FOLLOW ASSIGNED HEADINGS, & FOR A PERIOD OF ABOUT 30 MINS, RADIO COMMUNICATIONS WERE LOST. AFTER RADIO CONTACT WAS RE-ESTABLISHED, THE PLT WAS CONTINUOUSLY ADVISED THAT THE WEATHER AT HIS DESTINATION WAS BELOW MINIMUMS. THE PLT SUBSEQUENTLY STATED THAT HE WANTED TO PUT DOWN AT THE FIRST AVAILABLE ARPT. AGAIN, RADIO CONTACT WAS LOST UNTIL THE PLT REPORTED HE WAS FLYING INLAND TOWARD TRI-COUNTY ARPT IN AHOSKI, NC. THIS WAS THE LAST TRANSMISSION THAT WAS RECEIVED. THE PLT CHANGED HIS TRANSPONDER CODE TO 1200. THE ACFT SUBSEQUENTLY IMPACTED THE GROUND 1-1/2 MI SOUTH OF THE PLT'S ORIGINAL DESTINATION ARPT.

File No. - 942 2/12/84 CHESAPEAKE, VA A/C Reg. No. N5299U Time (Lc1) - 1136 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. JUDGEMENT - POOR - PILOT IN COMMAND 2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND 4. WEATHER CONDITION - LOW CEILING 5. WEATHER CONDITION - FOG Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH Finding(s) 6. LIGHT CONDITION - DARK NIGHT 7. WEATHER CONDITION - BELOW APPROACH MINIMUMS 8. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND 9. PROPER ALTITUDE - 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) 1,3,8,9

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7

Brief of Accident

.

File No 844 5/19/84 HAR	RISONBURG, VA A	/C Reg. No. N72115	7	Time (Lc1) - 1600 EDT			
Basic Information Type Operating Certificate-NONE (GENE	•	craft Damage BSTANTIAL	Fatal	Injur Serious		None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fir NO		rew O ass O	0 0	0 0	1 . 0	
Aircraft Information Make/Model - CESSNA 140 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1540 No. of Seats - 2	Number Engines Engine Type	- CONTINENTAL C-85 - 1 - RECIPROCATING-CAR - 85 HP	S	Installed/A Stall Warnir			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/006 KTS Visibility - 25.0 SM Lowest Sky/Clouds - 7000 FT SC Lowest Ceiling - 25000 FT BR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	CAMBRIDGE,MD Destination SAME AS ACC/IN ATC/Airspace ATTERED Type of Flight P DKEN Type of Clearanc	C 1an - NONE	ON AIF Airport E SHENAN Runway Runway Runway Runway	Data NDOAH VALLEY / Ident - / Lth/Wid - / Surface -	22 6000/	150	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 33 Biennial Flight Review Current - YE Months Since - 12 Aircraft Type - UN	F S Total Make/Model	light Time (H - 179	lours) Last 24 Last 30	Hrs -	0	

Instrument Rating(s) - NONE

----Narrative----

THE ACFT'S LEFT MAIN LANDING GEAR STRUT FAILED DURING A LANDG. A MECHANIC, WHO EXAMINED THE ACFT, STATED THAT THE STRUT HAD A PREVIOUSLY EXISTING CRACK PRIOR TO THE ACCIDENT. THE STRUT FAILED AT A HOLE WHERE THE STEP WAS ATTACHED.

File No 84	44 5/19/84	HARRISONBURG, VA	A/C Reg. No. N72115	Time (Lc1) - 1600 EDT	
Occurrence Phase of Operation	MAIN GEAR COLLAPS LANDING - ROLL	ED			

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - FATIGUE

----Probable Cause----

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

Type of OperationPERSONAL Fire Crew 0 0 0 Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH Aircraft Information Make/Model - GULFSTREAM AMERICAN AA-58 Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 2400 Engines - 1 Max Gross Wt - 2400 Engines - 1 Stall Warning System - YES Number Engines - 1 Max Gross Wt - 2400 Engines - 1 Max Gross Wt - 2400 Engines - 1 Weather Data Itinerary Airport Proximity ON AIRPORT Weather Data UNK/NR LESSBURG, VA Completeness - UNK/NR Destination Airport Data Basic Weather - WC SAME AS ACC/INC WILLIAMSBURG-JAMESTOWN Wind Dir/Speed VARIABLE/010 KTS Vision NONE Type of Flight Plan - VFR Runway Sufface - ASPHALT Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - VFR Runway Sufface - ASPHALT Lowest Ceiling - NONE Type of Flight Plan - VFR Runway Sufface - ASPHALT Condition of Light - DAVLIGHT Personnel Information Pliot.In-Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) - NONE Type Apch/Lndg - TRAFFIC PATTERN PRECIPITATION Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) - NONE Since - UNK/NR Make/Model - UNK/NR Last 30 Days - 19 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Aircraft Type - UNK/NR Make/Model - UNK/NR Rotorcraft - UNK/NR Aircraft Type - UNK/NR Attenes & GUSTY, BUT HERALLY, THE WIND SOCK SHOWED A X-WIND OF 30 TO 90 DEGS. AFTER BOUNCING ON 1 WHEEL & THEN ON ANOTHER, THE PLT TIATED A GO-AROUND. THE ACT TH THE GROUND LEFT OF THE RWY THEN STRUCK A THE MUND AND AND THER, THE PLT	-Basic Information								
Type of DerationPERSONAL Fire Crew 0 0 0 0 Accident Occurred During -APPROACH -Aircraft Information Make/Model - GULSTREAM AMERICAN AA-5B Eng Make/Model - LYCOMING 0-360-A4K ELT Installed/Activated - YES. Max Gross Wt - 2400 Englines - 1 Stall Warning System - YES Max Gross Wt - 2400 Engline Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 180 HP -Environment/Derations Information Westher Data WK/NR LetSBURG, VA Completeness - UNK/NR LetSBURG, VA Completeness - UNK/NR Destination Airport Droximity Wish Dirfspeed - VARIABLE/DI KTS Visibility - 10.0 SM AIC/Airspace VIE Dowess Ceiling - NONE Type Ach/Ling - TRAFFLO PATTERN Precipitation - NONE Type Ach/Ling - TRAFFLO PATTERN Precipitation - NONE Type Ach/Ling - TRAFFLO PATTERN Precipitation - NONE APPL - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -There Condition of Light - DAYL GHT -Personnel Information Pilot-In-command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -There Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -There Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -There Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -There Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -There Com	Type Operating Cert	ificate-NONE	(GENERAL AVIATION)		0	F - 1 - 1			N
Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -APPRDACH NONE Pass 0 0 0 Aircraft Information Make/Model - GULFSTREAM AMERICAN AA-5B Eng Make/Model - LYCOMING 0-360-A4K ELT Installed/Activated - YES. Max Gross Wt - 2400 Engine Type - RECIPROCATING-CARBURETOR Stall Warning System - YES Max Gross Wt - 2400 Engine Type - RECIPROCATING-CARBURETOR Airport Proximity Ws Briefing - UNK/NR Last Departure Point On AIRPORT Airport Data Basic Weather - 4000 FT SCATTERED SAME AS CAC/INC Mumay Lth/Hid - 3215/ 60 Visibility - 10.00 SM ATC/Airspace - VFR Rumway Surface - ASPHALT Lowest Sky/Clouds - 4000 FT SCATTERED Type Apch/Lndg - TRAFFIC PATTERN Procipitation - 3215/ 60 Obstructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN Rumway Status - DRY 000 FT Sattere - 10K/NR - 170 Last 30 Days - UNK/NR - Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN - 10	Turne of Oreneties	DEDGO					- - · · - · -		None
Accident Occurred During -APREDACH Aircraft Information Make/Model - GULFSTREAM AMERICAN AA-5B Landing Gear - TRICVCLEFIXED Mox Gross Wt - 2400 Engines - 1 Number Engines - 1 Number Engines - 1 Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 180 HP Stall Warning System - YES Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 180 HP						-	-	-	1 3
-Alrcraft Information Make/Model - (ULFSTREAM AMERICAN AA-58 Mumber Engines Maxe Gross Wt - 2400 No. of Seats - 4 	Accident Occurred Du	uring -APPRO		NONE	Fass	U	U	0	3
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2400 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Westher Data Litinerary Airport Proximity ON AIRPORT Westher Data UNK/NR LESSBURG, VA ON AIRPORT Method - UNK/NR Destination Airport Data Basic Weather - VMC SAME AS ACC/INC WILLIAMSBURG-JAMESTOWN Wind Dir/Speed VARIABLE/O10 KTS RATE/Airspace NUMK/NR Destination Use Structions to Vision NDME Type of Flight Plan - VFR Runway Sufface - ASPHALT Lowest Sky/Clouds - A000 FT SCATTERED Type of Flight Plan - VFR Runway Sufface - ASPHALT Lowest Ceiling - NONE Type of Flight Plan - VFR Runway Sufface - ASPHALT Dostructions to Vision NDME Type of Clearance - VFR Runway Sufface - ASPHALT -Personnel Information Pilot-In-Command Sufface - Malio Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Sufface - 3 Modical Certificate - UMK/NR Aircraft Type - UNK/NR Mate/Model - UMK/NR Rotorcraft - UNK/NR Aircraft Type - UNK/NR Mate/Model - UMK/NR Rotorcraft - UNK/NR Nate/Model - UNK/NR Rotorcraft - UNK/NR HEALLY, THE WIND SOCK SHOWED A X-VIND 0 DORES. AFTER BOUNCING ON I WHEEL & THEN ON ANDTHER, THE PLT TIATED A GO-AROUND. THE ACT HIT THE GROUND LEFT OF THE RWY, THEN STRUCK A THE MOUND OF DIRT. THE FLAPS WERE FOUND LY EXTENDED AFTER THE ACCIDENT.									
Max Gross Wt - 2400 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - UNK/NR Last Departure Point ON AIRPORT Method - UNK/NR Destination Airport Data Gompleteness - VMC SAME AS ACC/INC WILLIAMSBURG-JAMESTOWN Wind Dir/Speed - VARCABLE/010 KTS SAME AS ACC/INC WILLIAMSBURG-JAMESTOWN Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 3215/ 60 Lowest Ceiling - NONE Type of Clearance - VFR Runway Surface - ASPHALT Lowest Coiling - NONE Type of Clearance - VFR Runway Status - DRY Precipitation - NONE Type of Clearance - VFR Runway Status - DRY Contition of Light - DAVLIGHT Current - UNK/NR Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Gurrent - UNK/NR SE LAND Current - UNK/NR Mate/Model UNK/NR Last 20 Days - UNK/NR Aircraft Type - UNK/NR Instrument - S3 Last 90 Days - 19 Months Since - UNK/NR Mati-Ene - UNK/NR Multi-Eng - UNK			5		ING 0-360-A4K				
No. of Seats - 4 Rated Power - 180 HP Environment/Dperations Information Weather Data Litinerary Airport Proximity Washred - UNK/NR Last Departure Point ON AIRPORT Method - UNK/NR LESSURG.VA Completeness - UNK/NR Destination Airport Data Basic Weather - VWC SAME AS ACC/INC WILLIAMSBURG-JAMESTOWN Wind Dir/Speed-VARIABLE/010 KTS AITC/Airspace Visibility - 10.0 SM ATC/Airspace VFR Runway Lth/Wid - 3215/ 60 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - ASPHALT Lowest Celling - NONE Type of Flight Plan - VFR Runway Surface - ASPHALT Destructions to Vision- NONE Type of Clearance - VFR Runway Status - DRY Destructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Procipitation - NONE Current - UNK/NR Total - 170 Last 24 Hrs - 3 Monthside - UNK/NR Make/Model - UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Make/Model - UNK/NR Last 30 Days- UNK/NR Instrument Rating(s) - NONE Narrative E ACFT COLLIDED WITH A DIRT MOUND DURING A GO-AROUND. THE PLT RECALLED THAT THE WIND WAS VARIABLE & GUSTY, BUT VERALLY, THE WIND SOC SHOWED A X-WIND OF 30 T0 90 DEGS. AFTER BOUNCING ON 1 WHELL & THEN ON ANOTHER, THE PLT INSTRUMED AFTER THE ACCIDENT.							tall Warnir	ng System	- YES
Pervironment/Operations Information Weather Data Wethod Data Wethod - UNK/NR LetSBURG.VA Completeness - UNK/NR Destination Airport Data Basic Weather - VMC SAME AS ACC/INC WILLIAMSBURG-JAMESTOWN Wind Dir/Speed VARIABLE/010 KTS ATC/Airspace Runway Lifvid - 3215/ 60 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Flight Plan - VFR Runway Status - DRY Dbstructions to Vision NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Curver a Jan Addition PINTATE Certificate(s) - NONE Instrument Rating(s) - NONENarrative EAGFT COLLIDED WITH A DIRT MOUND DURING A GO-AROUND. THE PLT RECALLED THAT THE WIND WAS VARIABLE & GUSTY, BUT NERALLY, THE WIND SOCK SHOWED A X-WIND OF 30 TO 90 DEGS. AFTER BOUNCING ON 1 WHEEL & THEN ON ANOTHER, THE PLT ITIATED A GG-AROUND. THE ACCIDENT.						TOR			
Weather Data Itinerary Airport Proximity Wx Briefing - UNK/NR Last Departure Point ON AIRPORT Completeness - UNK/NR Destination Airport Data Basic Weather - VMC SAME AS ACC/INC WILLIAMSBURG-JAMESTOWN Wind Dir/Speed VARIABLE/010 KTS ATC/Airspace Runway Ident - 31 Visibility 10.0 SM ATC/Airspace Runway Lth/Wid - 3215/ 60 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan VFR Runway Surface - ASPHALT Dobtructions to Vision NONE Type of Clearance - VFR Runway Status - DRY Dbstructions to Vision NONE Type of Clearance - VFR Runway Status - DRY Condition of Light - DAYLIGHT - Monte - TO Last 24 Hrs - 3 - 3 Cordition of Light - DAYLIGHT - UNK/NR Total - 170 Last 24 Hrs - 3 Months Since - UNK/NR Total - 170 Last 30 Days UNK/NR SE LAND Months Since - UNK/NR Make/Model UNK/NR <t< td=""><td>No. of Seats -</td><td>4</td><td>Rated</td><td>Power - 18</td><td>0 HP </td><td></td><td></td><td></td><td></td></t<>	No. of Seats -	4	Rated	Power - 18	0 HP 				
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SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 53 Last 90 Days- 19 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative E ACFT COLLIDED WITH A DIRT MOUND DURING A GO-AROUND. THE PLT RECALLED THAT THE WIND WAS VARIABLE & GUSTY, BUT NERALLY, THE WIND SOCK SHOWED A X-WIND OF 30 TO 90 DEGS. AFTER BOUNCING ON 1 WHEEL & THEN ON ANOTHER, THE PLT ITIATED A GO-AROUND. THE ACFT HIT THE GROUND LEFT OF THE RWY, THEN STRUCK A THE MOUND OF DIRT. THE FLAPS WERE FOUND LLY EXTENDED AFTER THE ACCIDENT.	Certificate(s)/Rat	ing(s)							
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A/C Reg. No. N28812 Time (Lc1) - 1030 EDT File No. - 842 6/15/84 WILLIAMSBURG,VA Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION - CROSSWIND 3. WEATHER CONDITION - GUSTS 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 5. LOWERING OF FLAPS - EXCESSIVE - PILOT IN COMMAND 6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 8. TERRAIN CONDITION - DIRT BANK ----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1, 2, 3, 5, 8

Brief of Accident

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File No 911 12/21/84 BURLIN	GTON, VT A/C Re	eg. No. N77110	Т	ime (Lc1) -	1300 ES	r
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAN	Crew	Fatal O O		Minor O	None 2 0
Aircraft Information Make/Model - CESSNA 140 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 2	Eng Make/Model - COM Number Engines - 1 Engine Type - REC Rated Power -		S	Installed/A 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- 040/006 KTS Visibility - 25.0 SM Lowest Sky/Clouds - 25000 FT Lowest Ceiling - 25000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point POST MILLS,VT Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- VFR - VFR	ON AIR Airport D BURLIN Runway Runway Runway Runway	ata GTON Ident - Lth/Wid - Surface - Status -	ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND GLIDER	Age - UNK/NR Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK/NR	Total - Make/Model-	nt Time (H 803 20	ours) Last 24 Last 30	Hrs -	1

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT SKIDDED & VEERED LEFT DURING THE LANDING ROLL, & SUBSEQUENTLY, IT NOSED OVER ON THE RWY.

A/C Reg. No. N77110 Time (Lc1) - 1300 EST File No. - 911 12/21/84 BURLINGTON, VT ------Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED -2. GROUND LOOP/SWERVE - INADVERTENT -3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) 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) 1,3

Basic Information Type Operating Certificate-AGRICULTURA		Aircraft Damage			Injur	ios	
Type operating ber thirdate Addition		SUBSTANTIAL		Fatal			None
Type of Operation -AERIAL APPL		Fire	Crew		0		1
Flight Conducted Under -14 CFR 137		NONE	Pass			ō	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - AYRES S2R-1820	Eng Make/Moo	lel - WRIGHT R-1 les - 1	1820	ELT	Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engir	es - 1		S	tall Warnir	ng System	- YES
Max Gross Wt - 6000		- RECIPROCAT		ETOR			
No. of Seats - 2	Rated Power	- 1200 HP					
Environment/Operations Information							
Weather Data	Itinerary	- · ·			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN				OFF AI	RPORT/STRIF	b	
Method - N/A	SAME AS ACC	INC					
Completeness - N/A	Destination			Airport D	ата		
Basic Weather - VMC Wind Dir/Speed- 200/005 KTS	LOCAL			Dunua	Ident -	- N/A	
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		t Plan - NONE		,	Surface -		
Lowest Ceiling - NONE		ance - NONE			Status -		
Obstructions to Vision- NONE		lg - FORCE		Kunway	Jialus	N/A	
Precipitation - NONE	Type Aperly Life		CANDING				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 40	Medica	l Certifica [.]		MEDICAL-NO		/I TMTT
Certificate(s)/Rating(s)	Age - 40 Biennial Flight Rev	riew	Flia	nt Time (H	lours)		
COMMERCIAL	Current -	YES To	tal -	8331	Last 24	1 Hrs -	4
SE LAND	Months Since -	14 Mal	<e model-<="" td=""><td>68</td><td>Last 30</td><td>) Days- U</td><td></td></e>	68	Last 30) Days- U	
	Current - Months Since - Aircraft Type -	UNK/NR Ins	strument-	61	Last 90	Davs-	148
•		Mu'	lti-Eng -	15		-	
Instrument Rating(s) - AIRPLANE							
Narrative							
PLT WAS APPLYING HERBICIDES TO A CORN F							
ING, THE MAIN GEAR SUNK INTO SOFT SAND & 19703-5001. HAD FAILED.	THE ACET NUSED OVER.	AN EXAM REVEA	LU THAT TH		BRACKET,		
19703-DUUL, MAD FAILED.							

File No 9	16 6/12/84	PASCO,WA	A/C Reg. No. N4O25K	Time (Lc1) - 1400 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PA Maneuvering - Ae	RTIAL) - MECH FAILURE/ RIAL APPLICATION	MALF	
Finding(s) 1. THROTTLE/POWER	_EVER - FAILURE,TO	TAL		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY		
Occurrence #3 Phase of Operation				
Finding(s) 2. TERRAIN CONDITIO	DN - LOOSE GRAVEL/	SANDY		
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

National Transportation Safety Board[.] Washington, D.C. 20594

File No 84	49 	6/14/84	PULLMAN, WA	Α	/C Reg. No.	N6798Q	1	ime (Lcl)	- 1555 P	DT
-Basic Information Type Operating				ET Ain	craft Damao			Inju	nies	
Type operating		ate AGRICE	LIUKAL AIKOKA		STROYED	je	Fatal	Serious		None
Type of Operat	ion	- A F R T A I			-	Cre		0	1	0
Flight Conducte					GROUND			ŏ	ò	õ
· Accident Occur							_	-	-	C C
-Aircraft Informa	 tion									
Make/Model	- GRUMMAN	G-164B-45	0	Eng Make/Model	- P&W R-134	O-AN1	ELT	Installed/	Activate	d - NO -N/A
Landing Gear				Number Engines	- 1			Stall Warni		
Max Gross Wt				Engine Type	- RECIPROCA	TING-CARBU			5 - 7	
No. of Seats				Rated Power	- 600 HP	•				
-Environment/Opera	ations In	formation-								
Weather Data				inerary			Airport	Proximity		
Wx Briefing	- NO RE	CORD OF BR	IEFING	Last Departure P	oint		OFF AI	RPORT/STRI	P	
Method	- N/A			PULLMAN, WA						
Completeness	- N/A		C)estination			Airport [)ata		
Basic Weather	•			LOCAL			NONE			
Wind Dir/Spe								/ Ident	- N/A	
Visibility		M SM	A 1	C/Airspace				/ Lth/Wid		
				Type of Flight P	lan - NONE			Surface		
Lowest Ceili		- NONE		Type of Clearance				/ Status		
Obstructions				Type Apch/Lndg		D LANDING	Kuriway	Jatus	- IN/ A	
				Type Apcil/Lindg	- FURGE	DLANDING				
Precipitation Condition of			IT.							
-Personnel Informa Pilot-In-Command			Age -	57	Medica	al Certific	2+0 - VALTI	MEDICAL-W	ATVERS/I	тмтт
Certificate(s		e)		ial Flight Review			aht Time (H		AIVER5/E	. 1 141 1
COMMERCIAL	// Rating(3)	Dienin	urrent - YE	с т.	otal -			4 Hrs -	6
SE LAND.ME		CEA		onths Since - 16	J IC	ake/Model-			0 Davs-	
SE LAND, ME	LAND, SE	SEA							0 Days-	
			А	ircraft Type - UN		istrument- ilti-Eng -		Last 9	U Days-	400
Instrument	Rating(s) - NONE								
-Narrative										
ER MAKING A SWATH	RUN. THE	ACFT ENTE	RED A STEEP	FURN WITH AN AIRS	PEED OF ABC	DUT 75 MPH.	ACCORDING	то тwo		
NESSES, THE ENG L									HE	
E HE ENTERED THE	TURN UNTT	L HE WALK	D AWAY FROM	THE CRASH. AN FXA	M OF THE AC	CIDENT SIT	E REVEALED	THAT THE A	CFT	
IMPACTED NEAR TH										
PERFORMED, BUT N					, THEN OAK	A A A A A A A A A A A A A A A A A A A	100, 20,10			•
. IN SIMED, BOT N	C REASON	, and the Ft								

File No. - 849 6/14/84 PULLMAN, WA A/C Reg. No. N6798Q Time (Lc1) - 1555 PDT Occurrence #1 LOSS OF POWER Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. UNDETERMINED -----Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ------_____ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 2. TERRAIN CONDITION - RISING CLEARANCE - MISJUDGED - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

Brief of Accident (Continued)

----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

Brief of Accident

File No 850	0 6/1	9/84	SPOKANE, WA		A/C Reg	J. No. N48681	1 	Ti 	me (Lc1) -	- 0800 PI	DT
-Basic Information- Type Operating C		e-AGRICUL	TURAL AIRCR		Aircraft				Injur		
Type of Operatic Flight Conducted Accident Occurre	d Under	-14 CFR		I	DESTROYE ire NONE		Crew Pass	Fatal O O	Serious O O	Minor O O	None 1 0
-Aircraft Informati Make/Model - Landing Gear - Max Gross Wt - No. of Seats -	GRUMMAN G- TAILWHEEL- 6075		:D	Eng Make/Mode Number Engine Engine Type Rated Power	es - 1 - RECI	PROCATING-CA		St	nstalled/# all Warnir		d - NO -N// n - YES
	- NO RECOR - N/A - N/A - VMC d- 130/005 - 20.0 buds - g - to Vision-	KTS SM 10000 F1 25000 F1 NONE NONE	I EFING A SCATTERED OVERCAST	tinerary Last Departury SPOKANE,WA Destination LOCAL TC/Airspace Type of Fligh Type of Clears Type Apch/Lndg	t Plan - ance -	NONE		Airport Da Runway Runway Runway Runway	PORT/STŔIF ta Ident - Lth/Wid - Surface -	- N/A - N/A - N/A - N/A - N/A	
-Personnel Informat Pilot-In-Command Certificate(s)/ COMMERCIAL SE LAND,ME L	/Rating(s)		C	UNK/NR ial Flight Rev urrent - onths Since - ircraft Type -	YES	Total	Flight - 8	t Time (Hc 3813	urs) Last 24	l Hrs -) Days- I	6 JNK/NR
Instrument R	Rating(s)	- NONE									

.

File No 8	50 6/19/84 SPOKANE,WA	A/C Reg. No. N48681	Time (Lc1) - 0800 PDT
Dccurrence #1 Phase of Operation	LOSS OF POWER MANEUVERING - AERIAL APPLICATION		
Finding(s) 1. ENGINE ASSEMBLY	,CAMSHAFT - FAILURE,PARTIAL		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT DESCENT - EMERGENCY		
Finding(s) 2. OBJECT - WIRE,T	RANSMISSION		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			

is/are finding(s) 1

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

Brief of Accident

,

File No 854	6/22/84	ANACORTES, W	Α Α/	C Reg. No. N [.]	1755U	Т	ime (Lc1) ·	1715	PDT	
Basic Information Type Operating Certif	icate-COMMU	JTFR	Airc	raft Damage			Injur	ies		
Name of Carrier				STANTIAL		Fatal	Serious		r	None
Type of Operation					Crew		0	0	-	1
Flight Conducted Unde			NON		Pass	-	õ	ŏ		Ó
Accident Occurred Dur				-		Ū		· ·		-
Aircraft Information	-									
Make/Mode1 - CESSN			Eng Make/Model ·	CONTINENTAL	IO-520-F	ELT	Installed/	Activat	ed - Y	ES/NO
Landing Gear - TRICY			Number Engines -			S	tall Warnin	ng Syst	em – Y	ES
Max Gross Wt - 380	0		Engine Type -	RECIP-FUEL	INJECTED					
No. of Seats -	7		Rated Power	· 300 HP						
Environment/Operations	Information	 1								
Weather Data			tinerary			Airport	Proximity			
	RECORD OF E	BRIEFING	Last Departure Po			ON AIR	PORT			
Method - N/A			ORCAS ISLAND,WA	l l						
Completeness - N/A			Destination			Airport D	ata			
Basic Weather - VMC			SAME AS ACC/INC	;		ANACOR	TES			
Wind Dir/Speed- CAL	M					Runway	Ident ·	- 18		
Visibility - 3	0.0 SM	A	TC/Airspace			Runway	Lth/Wid	- 3000	/ 60	
Lowest Sky/Clouds	- CLEAR		Type of Flight P	an - NONE		Runway	Surface	- ASPHA	LT	
Lowest Ceiling	- NONE		Type of Clearance	e - NONE		Runway	Status ·	- DRY		
Obstructions to Vis			Type Apch/Lndg	- FULL STO	OP					
Precipitation	- NONE									
Condition of Light		GHT								
Personnel Information										
Pilot-In-Command		Age -					MEDICAL-N	D WAIVE	RS/LIM	IT
Certificate(s)/Ratin	g(s)	Bienn	ial Flight Review		Flig	ht Time (H	lours)			
ATP			urrent - UNH				Last 24			7
SE LAND, ME LAND		M	onths Since - UNH			830	Last 30) Days-	UNK/N	R
		Α	ircraft Type - UN	(/NR Insti	rument-	120	Last 90) Days-	25	0
				Mult	i-Eng -	300				
Instrument Rating										

----Narrative----

THE PLT STATED HE ADDED 10 DEGREES OF FLAPS ON DOWNWIND AND APPLIED FULL FLAPS ON FINAL. A RAPID RATE OF DESCENT WAS EXPERIENCED 200 YARDS FROM TOUCHDOWN. THE PILOT SAID HE ADDED POWER TO ARREST THE SINK RATE. THE ACFT COLLIDED WITH TREES ON FINAL. THE PILOT STATED THAT AFTER THE ACCIDENT, THE FLAPS WERE EXTENDED 10 DEGREES, THE FLAP ACTUATOR HANDLE WAS IN THE FULL DOWN POSITION AND THE FLAP CIRCUIT BREAKER WAS OUT. A MECHANIC WHO INSPECTED THE ACFT AFTER THE ACCIDENT REPORTED NO MECHANICAL ABNORMALITIES WERE FOUND.

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File No 8	54 6/22/84	ANACORTES,WA	A/C Reg. No. N1755U	Time (Lcl) - 1715 PDT
Occurrence #1 Phase of Operation		ATTERN - FINAL APPROA	сн	
		D - PILOT IN COMMAND NED - PILOT IN COMMAN	ID	
Occurrence #2 Phase of Operation			ксн	
Finding(s) 3. OBJECT - TREE(S	-			
Probable Cause				
The National Transpo is/are finding(s) 2	rtation Safety Boa	rd determines that th	ne Probable Cause(s) of this accide	nt

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

Brief of Accident

File No 808 6/23/84 MC	NROE,WA	A/C Reg. No. N1	509H	т	ime (Lc1) -	2020 PDT	
-Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	ircraft Damage			Injur	ies	
		NONE		. Fatal	Serious		None
Type of Operation -PERSONAL	F	ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	Ο.	1	0	5
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - BALLOON WORKS/ BARNE	SAX-8 Eng Make/Mode	el - N/A		ELT	Installed/A	ctivated	- NO -N/
Landing Gear ~ N/A	Number Engine				tall Warnir		
Max Gross Wt - 2020	5	- N/A		-		3 -)	
No. of Seats - UNK/NR	5 ,	- N/A					
		·					
-Environment/Operations Information Weather Data	Itinerary			Ainpont	Proximity		
Wx Briefing - NWS	Last Departure	Point			RPORT/STRIP	,	
Method - TELEPHONE	WOODENVILLE,			OFF AI	KFUKI/ SIKIF		
Completeness - UNK/NR	Destination	WA		irport D	9+9		
Basic Weather - VMC	LOCAL		μ	in port b	ata		
Wind Dir/Speed- 008 KTS	EUCAE			Buoway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace					· N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight	Dian - NONE				· N/A	
Lowest Ceiling - UNK/NR	Type of Cleara					· N/A	
Obstructions to Vision- NONE		FULL STO	D	Runway	Status	IN/ A	
Precipitation - NONE	Type Apch/ Lhug	FULL STU	P				
Condition of Light - DUSK							
-Personnel Information							
Pilot-In-Command	Age - 41		ertificate				
Certificate(s)/Rating(s)	Biennial Flight Revi			: Time (H			
COMMERCIAL			- UNK			Hrs - UN	
NONE	Months Since -		Model - UNK) Days- UN	
	Aircraft Type -		ument- UNK) Days- UN	
		Multi	-Eng - UNK	C/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE							

----Narrative----

DURING THE BALLON DESCENT, THE PLT SAID HE BRIEFED THE PASSENGERS TO BEND THEIR KNEES & HOLD ONTO SOMETHING INSIDE THE BASKET. ACCORDING TO THE PLT, THE DESCENT BECAME MORE RAPID DUE TO A DOWNDRAFT. THE PASSENGERS WERE AGAIN WARNED TO "HANG ON" BECAUSE IT WAS GOING TO BE A HARD LANDING. ON IMPACT, SOME OF THE PASSENGERS FELL INTO & ONTO EACH OTHER & ONE SUSTAINED A COMPOUND FRACTURE OF THE LOWER LEFT LEG.

File No 808	6/23/84 MONROE,WA	A/C Reg. No. N1509H	Time (Lc1) - 2020 PDT
) LANDING JING - FLARE/TOUCHDOWN		
Finding(s) 1. LIGHT CONDITION - DUS 2. PLANNING-DECISION - I	K MPROPER - 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 820) 6/2	24/84 	WENATCHEE, WA		A/C Reg. I	No. N51785	T	ime (Lcl) - 1900	PDT	
-Basic Information- Type Operating O		e-NONE (G	GENERAL AVIAT		rcraft Da				uries		
Type of Operatio	n n	-PERSONA			UBSTANTIAI re	- Crew	Fatal O	Serious O	s Mino O		ne 1
Flight Conducted					IONE	Pass	-	1	0		2
Accident Occurre	ed During	-LANDING	à				-		•	-	2
-Aircraft Informati											
Make/Model -				Eng Make/Model	- LYCOMI	NG 0-320-D2J	ELT	Installed	d/Activat	ed - YES,	/YE
Landing Gear -		FIXED		Number Engines				tall Warr	ning Syst	em – YES	,
Max Gross Wt -				Engine Type			ETOR				
No. of Seats -	4			Rated Power							
-Environment/Operat	ions Infor	rmation									
Weather Data			It	inerary			•	Proximity			
Wx Briefing	- FSS			Last Departure	Point		OFF AI	RPORT/ST	RIP		
	- UNK/NR			WENATCHEE,WA							
Completeness			D	estination			Airport D	ata			
Basic Weather				LOCAL			_	_			
Wind Dir/Speed			. –	- (-)				Ident			
Visibility				C/Airspace	D1 NO			Lth/Wid			
				Type of Flight				Surface	•		
Obstructions	y Vicion-	NONE		Type of Clearar Type Apch/Lndg	- FOI		Runway	Status	- N/A		
Precipitation	•			Type Apen/Linug	10	CED LANDING					
Condition of L	ight -	DAYLIGHT	Г								
-Personnel Informat											
Pilot-In-Command			Age -	20	Med	ical Certifica	te - VALIC	MEDICAL	NO WAIVE	RS/LIMIT	•
Certificate(s)	Rating(s)		Bienni	al Flight Revie	W	Flig	ht Time (F	lours)			
PRIVATE			Cu	al Flight Revie rrent - N	ES	Total -	213	Last	24 Hrs -	· 0	
SE LAND			Мо	nths Since -	0	Make/Model- Instrument-	6	Last	30 Days-		
			Ai	rcraft Type - l	INK/NR	Instrument-	29	Last	90 Days-	13	
Instrument F	Rating(s)	- NONE									
-Narrative											
PLT MADE A LOW PAS									, HE		
IDED HE COULD NOT O	CLIMB OUT C	OF THE VA	ALLEY & LANDE	D WITH FULL FLA	PS. THE D	ENSITY ALT WAS	5 APRX 5400) FT.			

	20 6/24/84	WENATCHEE, WA	A/C Reg. No. N51785	Time (Lc1) - 1900 PDT
Occurrence #1 Phase of Operation		HER		
Finding(s) 1. IN-FLIGHT PLANN 2. LOW PASS - PERF 3. TERRAIN CONDITION 4. WEATHER CONDITION 5. WEATHER CONDITION	DRMED - PILOT IN CO DN - MOUNTAINOUS/H DN - DOWNDRAFT	ILLY	AND	
Occurrence #2	FORCED LANDING DESCENT - EMERGE	NCY		
Phase of Operation				

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) 3,4,5

File No 840 6/25/84 LEVE 	NWORTH,WA A/C	Reg. No. N65627		ime (Lc1) ·		
Type Operating Certificate-NONE (GENER		aft Damage STANTIAL	Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire	Crew	0	0	0 0	1 0
-Aircraft Information Make/Model - LAKE LA-4-200 Landing Gear - AMPHIBIAN Max Gross Wt - 2600 No. of Seats - 4	Number Engines - Engine Type -	LYCOMING ID-360-A1B 1 RECIP-FUEL INJECTED 200 HP		[nstalled// tall Warnin		- YES-UNK - YES
-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 - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary G Last Departure Por SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	an - NONE	ON AIR Airport Da WENATCI Runway Runway Runway	ata HEE LAKE Ident Lth/Wid Surface	- UNK/NR - UNK/NR - WATER - WATER -	СНОРРҮ
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 50 Biennial Flight Review		pht Time (H	ours)		MIT
PRIVATE SE LAND,SE SEA	Current - YES Months Since - 8 Aircraft Type - L-4	Total - Make/Model- Instrument-	656 40 4	Last 3	4 Hrs - O Days- U O Days-	
Instrument Rating(s) - NONE						
-Narrative AMPHIBIOUS ACFT STARTED TO "PORPOISE" IN GGED A WING, CRASHED AND SANK. THE PLT SA					HE ACFT	

File No. - 840 6/25/84 LEVENWORTH, WA A/C Reg. No. N65627 Time (Lcl) - 1745 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND 3. AIRCRAFT HANDLING - REDUCED - PILOT IN COMMAND 4. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND 5. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - WATER, ROUGH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2,5

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

Make/Model - CESSNA 172 Eng Make/Model - VCOMING 0-320-H2AD ELT Installed/Activated - YES/YE Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - A Rated Power - 150 HP -Environment/Operations Information Wather Data Airport Proximity ON AIRPORT Wether Data - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Wather Data - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Basic Weather - VNC LOCAL SNDHOMISH COUNTY Was Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Basic Weather - VNC LOCAL SNDHOMISH COUNTY Wis Briefing - NO RECORD OF TSCATTERED Type of Flight Plan - NONE Runway Lin/Wid - 4166/ 75 Lowest Styliciouds - SOO FT SCATTERED Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation Age - 35 Personnel Information Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Current - N/A Total - 37 Last 24 Hrs - 1 Pilot-In-Command Age - 35	-Basic Information		· · · ·	_		• •		
Type of Operation -PERSONAL Fire Crew 0 0 0 1 Flight Conducted Under -1.4 CFR 91 NONE Pass 0 0 0 0 -Aircraft Information Make/Model - CESSNA 172 Eng Make/Model - LVCOMING 0-320-H2AD ELT Installed/Activated - YES/YE Landing Gear - TRICYCLE-FIXED Number Engines - 1 5tall Warning System - YES Max Gross Wt 2300 Engine Type RecIPROCAING-CARBURETOR Stall Warning System - YES No. of Seats - 4 Rated Power 150 HP - -Environment/Operations Information Westher Data Airport Proximity ON AIRPORT Westher Data - NO RECORD OF BRIEFING Lasteparture Point ON AIRPORT SNUMMONT Airport Data. Watod - NA NOLE Lowest Activate SNUMMONT Airport Ata. Basic Weather - VWC Lowest Scilling SNUMMONT Airport Data. Visibility - 65.0 SM ATC/Airspace Runway Status - DRY DRY Lowest Sciling - NONE Type of Flight Plan - NONE Runway St	Type Uperating Certificate	-NUNE (GENERAL AVIAII	-		Fatal			None
Fight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Afroraft Information Make/Model - CESSNA 172 Eng Make/Model - LYCOMING 0-320-H2AD ELT Installed/Activated - YES/YE Max Gross Wt - 2300 Engine Type - REICPROCATING-CARBURETOR Stall Warning System - YES Mox of Seats - 4 Rated Power - 150 HP	Type of Operation	-PERSONAL						
-Aircraft Information Make/Model - CESSNA 172 Eng Make/Model - LYCOMING 0-320-H2AD ELT Installed/Activated - YES/YES Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 150 HP -Environment/Operations Information Weather Data I Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data. Basic Weather - VMC LOSS A ACC/INC AIRPORT Wind Dir/Speed - 160/012 KTS AUCA LOCAL SNOHOMISH COUNTY Wind Dir/Speed - 160/012 KTS AIC/Airspace Runway Lth/Wid - 4166/ 75 Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision NONE Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision NONE Type of Sight Review Flight Plan - NONE Runway Status - DRY Occripticate(s)/Rating(s) Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Bionulal Flight Review Flight Time (Hours) Condition of Light Daving Alexed Power - N/A Make/Model - 37 Last 30 Days UNK/VR Aircraft Type - N/A Instrument - 0 Last 90 Days 37 Instrument Rating(s) - NONE Narrative FUT REPROFIED THAT DURING A LANDING, THE ACFT ENCOUNTERED A GUST OF WIND & BALLOONED. THE AIRSPEED DECREASED TO KTS & THE ACFT DROPED TO THE RWY. THE PLT APPLIED FULL POWER & REDUCED THE FLAPS FROM 40 DEG TO FULL UP. THE TBECAME ALBRORME, SUT TOUCHED DOWN AGAIN. IT THEM ROLED ACROSS THE RWY. (ROSSED A TAXIWA & WENT INTO A DITCH. FERSONNEL STATED THAT THEY NORMALLY LAND GENERAL AVIATION ACFT ON RWY 11, RATHER THAN RWY 16, SINCE IT REQUIRES STAXL DISTANCE. HOWEVER, RWY 16 CAN BE SPECIFICALLY REQUESTED BY THE PLT. AT THE TIME OF THE ACCIDENT, THE X-WIND PONENT WAS ABOUT 10 KTS.					-			
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Certificate(s)/Rating(s) STUDENT STUD								
STUDENT Current - N/A Total - 37 Last 24 Hrs - 1 Months Since - N/A Make/Model- 37 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 37 Instrument Rating(s) - NONE Narrative E PLT REPORTED THAT DURING A LANDING, THE ACFT ENCOUNTERED A GUST OF WIND & BALLOONED. THE AIRSPEED DECREASED TO KTS & THE ACFT DROPPED TO THE RWY. THE PLT APPLIED FULL POWER & REDUCED THE FLAPS FROM 40 DEG TO FULL UP. THE FT BECAME AIRBORNE, BUT TOUCHED DOWN AGAIN. IT THEN ROLLED ACROSS THE RWY, CROSSED A TAXIWAY & WENT INTO A DITCH. WER PERSONNEL STATED THAT THEY NORMALLY LAND GENERAL AVIATION ACFT ON RWY 11, RATHER THAN RWY 16, SINCE IT REQUIRES SS TAXI DISTANCE. HOWEVER, RWY 16 CAN BE SPECIFICALLY REQUESTED BY THE PLT. AT THE TIME OF THE ACCIDENT, THE X-WIND MPONENT WAS ABOUT 10 KTS.		5					WAIVERS/	LIMIT
Months Since - N/A Make/Model- 37 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 37 Instrument Rating(s) - NONE Narrative E PLT REPORTED THAT DURING A LANDING, THE ACFT ENCOUNTERED A GUST OF WIND & BALLOONED. THE AIRSPEED DECREASED TO KTS & THE ACFT DROPPED TO THE RWY. THE PLT APPLIED FULL POWER & REDUCED THE FLAPS FROM 40 DEG TO FULL UP. THE FT BECAME AIRBORNE, BUT TOUCHED DOWN AGAIN. IT THEN ROLLED ACROSS THE RWY, CROSSED A TAXIWAY & WENT INTO A DITCH. WER PERSONNEL STATED THAT THEY NORMALLY LAND GENERAL AVIATION ACFT ON RWY 11, RATHER THAN RWY 16, SINCE IT REQUIRES SS TAXI DISTANCE. HOWEVER, RWY 16 CAN BE SPECIFICALLY REQUESTED BY THE PLT. AT THE TIME OF THE ACCIDENT, THE X-WIND MPONENT WAS ABOUT 10 KTS.				Ŭ				
Aircraft Type - N/A Instrument- O Last 90 Days- 37 Instrument Rating(s) - NONE Narrative E PLT REPORTED THAT DURING A LANDING, THE ACFT ENCOUNTERED A GUST OF WIND & BALLOONED. THE AIRSPEED DECREASED TO KTS & THE ACFT DROPPED TO THE RWY. THE PLT APPLIED FULL POWER & REDUCED THE FLAPS FROM 40 DEG TO FULL UP. THE FT BECAME AIRBORNE, BUT TOUCHED DOWN AGAIN. IT THEN ROLLED ACROSS THE RWY, CROSSED A TAXIWAY & WENT INTO A DITCH. WER PERSONNEL STATED THAT THEY NORMALLY LAND GENERAL AVIATION ACFT ON RWY 11, RATHER THAN RWY 16, SINCE IT REQUIRES SS TAXI DISTANCE. HOWEVER, RWY 16 CAN BE SPECIFICALLY REQUESTED BY THE PLT. AT THE TIME OF THE ACCIDENT, THE X-WIND MPONENT WAS ABOUT 10 KTS.	STUDENT				37	Last 24		
Instrument Rating(s) - NONE Narrative E PLT REPORTED THAT DURING A LANDING, THE ACFT ENCOUNTERED A GUST OF WIND & BALLOONED. THE AIRSPEED DECREASED TO KTS & THE ACFT DROPPED TO THE RWY. THE PLT APPLIED FULL POWER & REDUCED THE FLAPS FROM 40 DEG TO FULL UP. THE FT BECAME AIRBORNE, BUT TOUCHED DOWN AGAIN. IT THEN ROLLED ACROSS THE RWY, CROSSED A TAXIWAY & WENT INTO A DITCH. WER PERSONNEL STATED THAT THEY NORMALLY LAND GENERAL AVIATION ACFT ON RWY 11, RATHER THAN RWY 16, SINCE IT REQUIRES SS TAXI DISTANCE. HOWEVER, RWY 16 CAN BE SPECIFICALLY REQUESTED BY THE PLT. AT THE TIME OF THE ACCIDENT, THE X-WIND MPONENT WAS ABOUT 10 KTS.				Make/Model-	37			
Narrative E PLT REPORTED THAT DURING A LANDING, THE ACFT ENCOUNTERED A GUST OF WIND & BALLOONED. THE AIRSPEED DECREASED TO KTS & THE ACFT DROPPED TO THE RWY. THE PLT APPLIED FULL POWER & REDUCED THE FLAPS FROM 40 DEG TO FULL UP. THE FT BECAME AIRBORNE, BUT TOUCHED DOWN AGAIN. IT THEN ROLLED ACROSS THE RWY, CROSSED A TAXIWAY & WENT INTO A DITCH. WER PERSONNEL STATED THAT THEY NORMALLY LAND GENERAL AVIATION ACFT ON RWY 11, RATHER THAN RWY 16, SINCE IT REQUIRES SS TAXI DISTANCE. HOWEVER, RWY 16 CAN BE SPECIFICALLY REQUESTED BY THE PLT. AT THE TIME OF THE ACCIDENT, THE X-WIND MPONENT WAS ABOUT 10 KTS.		Airo	craft Type - N/A	Instrument-	0	Last 90	Days-	37
Narrative E PLT REPORTED THAT DURING A LANDING, THE ACFT ENCOUNTERED A GUST OF WIND & BALLOONED. THE AIRSPEED DECREASED TO KTS & THE ACFT DROPPED TO THE RWY. THE PLT APPLIED FULL POWER & REDUCED THE FLAPS FROM 40 DEG TO FULL UP. THE ET BECAME AIRBORNE, BUT TOUCHED DOWN AGAIN. IT THEN ROLLED ACROSS THE RWY, CROSSED A TAXIWAY & WENT INTO A DITCH. WER PERSONNEL STATED THAT THEY NORMALLY LAND GENERAL AVIATION ACFT ON RWY 11, RATHER THAN RWY 16, SINCE IT REQUIRES SS TAXI DISTANCE. HOWEVER, RWY 16 CAN BE SPECIFICALLY REQUESTED BY THE PLT. AT THE TIME OF THE ACCIDENT, THE X-WIND MPONENT WAS ABOUT 10 KTS.	Instrument Rating(s)							
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MPONENT WAS ABOUT 10 KTS.								
		TO CAN BE SPECIFICAL	LI REQUESTED DI THE	FEI. AT THE TIME	OF THE ACC	IULINI, INC	A WIND	
			PAGE 372					

File No. - 912 6/27/84 EVERETT, WA A/C Reg. No. N733UH Time (Lc1) - 1319 PDT ------LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - GUSTS 2. WEATHER CONDITION - UNFAVORABLE WIND 3. WEATHER CONDITION - CROSSWIND 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 6. 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND _____ ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 9. TERRAIN CONDITION - DITCH ----------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,9

File No 979 6/28/84 PASCO),WA	A/C Reg. No.	N1964J	т	me (Lc1) ··	1200 PD	т
-Basic Information Type Operating Certificate-AGRICULTURAL	_ AIRCRAFT	Aircraft Damage SUBSTANTIAL)	Fatal	Injur Serious		None
Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137 Accident Occurred During -TAXI	CATION	Fire NONE	Crew Pass	0 0	0 0	0	1 0
-Aircraft Information Make/Model - CESSNA T188C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4400 No. of Seats - 1	Number Eng	odel - CONTINENTA ines - 1 e - RECIP-FUEL r - 310 HP	L TSI0-520-T	ELT I St	installed// tall Warnin	ng System	n - YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	SAME AS A	ure Point		Airport F ON AIRS	Proximity STRIP		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN		ght Plan - NONE arance - NONE ndg - NONE	Δ	Runway Runway	Ident Lth/Wid Surface	- N/A - N/A - N/A - N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 35 Biennial Flight R		Certificate		MEDICAL-W		MIT
COMMERCIAL,CFI SE LAND,ME LAND	Current Months Since Aircraft Type	- 4 Mak - UNK/NR Ins	al - 3 ke/Model- strument- ti-Eng -		Last 30	4 Hrs -) Days- L) Days-	
Instrument Rating(s) - AIRPLANE							
-Narrative LE TAXIING TO TAKEOFF, THE RIGHT MAIN GEAF T TO THE RIGHT & THE RIGHT WING STRUCK AN KLED.	R GOT INTO SOFT TER EMBANKMENT. THE RI	RAIN OFF THE RIGH GHT MAIN GEAR COL	IT EDGE TO TH LAPSED & THE	HE RWY. TH E RIGHT WI	HIS PULLED ING WAS	ТНЕ	
				• • • • • • • • • • • • • • • • • • •			
					an a		
	PAGE	374					

File No 9	79 6/28/84	PASCO,WA	A/C Reg. No. N1964J	Time (Lcl) - 1200 PDT
Occurrence #1 Phase of Operation				
Finding(s) 1. PROPER ALIGNMEN 2. TERRAIN CONDITI 3. TERRAIN CONDITI	DN - SOFT	- PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 4. LANDING GEAR,MA	IN 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) 2,3

asic Information Type Operating Certificate-NONE (GB	ENERAL AVIATION) Aircraft	Damage	·	Injur	ies	
	SUBSTAN	NTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Crew		0	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING		Pass	0	0	0	1
ircraft Information						
Make/Mode1 - BEECH M35	Eng Make/Model - COM			Installed/A		
Landing Gear - TRICYCLE-RETRACTAB			e e	Stall Warnir	ng System	- YES
Max Gross Wt - 2950		CIP-FUEL INJECTED				
No. of Seats 5		225 HP				
nvironment/Operations Information				D		
eather Data Wx Briefing - FSS	Itinerary		Airport ON AI	Proximity		
Wx Briefing - FSS Method - UNK/NR	Last Departure Point HILLSBOR0.OR		UN AT	SIRTE.		
Completeness - UNK/NR	Destination		Airport ()ata		
Basic Weather - VMC	LACENTER, WA		Anport			
Wind Dir/Speed- 340/007 KTS			Runwa	/Ident -	UNK/NR	
Visibility - 40.0 SM	ATC/Airspace			/ Lth/Wid -		JNK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runwa	/ Surface -	GRASS/TL	JRF
Lowest Ceiling - NONE	Type of Clearance		Runway	/ Status -	WET	
Obstructions to Vision- NONE	.Type Apch/Lndg	- FULL STOP				
Precipitation - NONE Condition of Light - DAYLIGHT						
ersonnel Information						
Pilot-In-Command	Age - 41	Medical Certifica			VIVERS/LIN	TIN
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (I			
COMMERCIAL	Current - YES	Total -			Hrs -	
SE LAND	Months Since - 13	Make/Model-		Last 30) Days- UN	
	Aircraft Type - UNK/NR		85 4	Last 90) Days- raft - UN	
		Multi-Eng -	4	ROTOPEI		NK/ NK
Instrument Rating(s) - AIRPLA	NE					
arrative						
LT WAS ON A FLT TO THE LACENTER ARP	T WHICH HAD A 1700 FT RWY. DURIN	G ARRIVAL, HE MIST	OOK A NEA	RBY, UNCHAR1	ΓED,	
TE STRIP FOR THE LACENTER ARPT. AFT E TO STOP ON THE RWY. HE INTENTIONA			EALIZED H	E WOOLD BE		

7/01/84 File No. - 999 LACENTER, WA A/C Reg. No. N772AW Time (Lcl) - 1400 PDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND 2. 3. DISTANCE - MISJUDGED - PILOT IN COMMAND 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 MISCELLANEOUS/OTHER Phase of Operation LANDING - ROLL Finding(s) 6. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 3,4

Brief of Accident

Basic Informatio Type Operating		e-NONE (GENI	RAL AVIATIO	N) Air	craft	Damage			In	juries	
					BSTANT			Fatal			None
Type of Operat Flight Conduct Accident Occur	ed Under			Fir NO	NE		Crew Pass	0 0	0	0 0	1 0
Aircraft Informa	tion										
Make/Model	- MONETT-KE	ATING MONI	E	ng Make/Model	- KFM	107		EL	T Installe	d/Activate	d - UNK/N
Landing Gear	- TAILWHEEL	-ALL FIXED	N	Number Engines	- 1				Stall War	ning Syste	m - UNK/N
Max Gross Wt	- 550		E	Ingine Type	- RECI	PROCATING-C	ARBURET	OR		-	
No. of Seats	- 1		F	Rated Power	-	20 HP					
Environment/Oper	ations Info	rmation									
Weather Data				nerary					t Proximit		
Wx Briefing		RD OF BRIEF		ast Departure P				OFF	AIRPORT/ST	RIP	
Method	- N/A			SAME AS ACC/IN	С						
Completeness				stination			4	lirport	Data		
Basic Weather Wind Dir/Spe		-		LOCAL				Description	a Talaas	NI / A	
			ATO	/					ay Ident ay Lth/Wid		
Visibility	- 15.0	3M 4000 ET SI		[/] Airspace /pe of Flight P	1 m -	NONE			ay Surface		
Lowest Ceili		NONE		pe of Clearanc					ay Status		
Obstructions	0			/pe of creatanc /pe Apch/Lndg			TNC	Runwa	ay status	- N/ A	
Precipitatio			ر · `	pe Apen/ Ling		TOROLD LAND	1110				
Condition of											
Personnel Inform	ation										
Pilot-In-Comman	đ		Age -	25	M	ledical Cert	ificate	e - VAL	ID MEDICAL	-WAIVERS/L	IMIT
Certificate(s)/Rating(s)		Biennial	l Eliaht Review					(Hours)		
PRIVATE	-		Curr	rent - YE ths Since - 1	S	Total	-	74 5	Last	24 Hrs -	1
SE LAND										30 Days-	UNK/NR
			Airc	craft Type - UN	K/NR	Instrume	ent-	4	Last	90 Days-	5
Instrument	Rating(s)										
Narrative											
PILOT STATED HE	AD SHUT DO	WN THE ENGI	NE SEVERAL 1	TIMES TO GLIDE.	ON TH	E LAST REST	ART THE	ENGIN	E RAN FOR	APRX 15 SE	cs
THEN BEGAN TO RU											
E ATTEMPTING TO											IR
HE COIL HAD VIBR											
HE COIL HAD VIBR											
HE COIL HAD VIBR											

A/C Reg. No. N193RK File No. - 872 7/03/84 BREMERTON, WA Time (Lc1) - 1215 PDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation OTHER Finding(s) 1. JUDGEMENT - POOR - PILOT IN COMMAND 2. IGNITION SYSTEM - DISCONNECTED _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 3. OBJECT - TREE(S) -----_____ ----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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENE		rcraft Damage			Triuni		
Type operating certificate none (dene	-	INOR	Fa	atal S	Injuri erious		None
Type of Operation -PERSONAL	Fi	re		1	0	0	. 0
Flight Conducted Under -14 CFR 91	N	IONE	Pass	0	0	0	0
Accident Occurred During -MANEUVERIN							
Aircraft Information							
Make/Model - COLONIAL C-2		- LYCOMING 0-360-	A 1 A			ctivated -	
Landing Gear - AMPHIBIAN	Number Engines			Stal	1 Warning	g System –	· YES
Max Gross Wt - 2350		- RECIPROCATING-C	CARBURETOR				
No. of Seats - 4	Rated Power	- 180 HP					
Environment/Operations Information							
Weather Data	Itinerary	-		port Pro			
Wx Briefing - FSS	Last Departure	Point	C	OFF AIRPO	RI/STRIP		
Method - TELEPHONE	KENOSHA, WI						
Completeness - FULL	Destination	1 A 1.1 T	Airp	oort Data			
Basic Weather = - VMC Wind Dir/Speed- VARIABLE/011 KTS	LITTLE SISSAE	A, W1	-	Runway Id	ont -	N/A	
Visibility - 1.000 SM	ATC/Airspace			Runway Lt		N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight	Plan - NONE		Runway Su	•	N/A	
	ERCAST Type of Clearar			Runway St		N/A	
Obstructions to Vision- NONE	Type Apch/Lndg			tannag ot	4 (40	,	
Precipitation - RAIN	·) · · · · · · · · · · · · · · · · · ·	,					
Condition of Light - DAYLIGHT	·						
Personnel Information							
Pilot-In-Command	Age - 47	Medical Cert	ificate -	VALID ME	DICAL-WAD	IVERS/LIM	IT.
	Biennial Flight Revie		Flight Ti		s)		
Certificate(s)/Rating(s)	A	ES Total	- 12797	7	Last 24		3
Certificate(s)/Rating(s)	Months Since -	6 Make/Mod	del- 49		Last 30	-	3
Certificate(s)/Rating(s) ATP		6 Make/Moo C-2 Instrume	del- 49 ent-UNK/NF	2	Last 90	Days-	3
Certificate(s)/Rating(s) ATP	Months Since -	6 Make/Moo C-2 Instrume	del- 49	2	Last 90	-	3

B-727 AIRLINE CAPTAIN, HAD DIFFICULTY JUDGING SURFACE WIND DIRECTION FOLLOWING A LOW PASS OVER THE WATER." WINDS IN THE AREA ARE UNPREDICTABLE DUE TO THE SEVERAL ISLANDS ON THE LAKE. IT WAS RAINING AT THE TIME & WAVE HEIGHT WAS ABOUT 1 FT. THE WATER TEMP WAS 42 DEG F.

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A/C Reg. No. N281B File No. - 930 5/07/84 STONE LAKE, WI Time (Lc1) - 1330 CDT _____ Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation MANEUVERING 1. WEATHER CONDITION - RAIN 2. WEATHER CONDITION - GUSTS 3. TERRAIN CONDITION - WATER, ROUGH 4. ALTITUDE - MISJUDGED - PILOT IN COMMAND _____ Occurrence #2 NOSE OVER Phase of Operation MANEUVERING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Brief of Accident (Continued)

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

PAGE 381

Brief of Accident

File No 954 6/25/84 PARK F	ALLS,WI A/	A/C Reg. No. N757DR			Time (Lcl) - 2015 CDT				
Basic Information Type Operating Certificate-NONE (GENERAL	-	ON) Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor No				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NOM	•	Crew Pass	0	0	0	1 0		
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Model - Number Engines - Engine Type - Rated Power -	· 1		S	Installed/A tall Warnin				
Environment/Operations Information									
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Po	vint		Airport ON AIR	Proximity STRIP				
Method - N/A	SAME AS ACC/INC			UN AIN	51111				
Completeness - N/A	Destination			Airport D	ata				
Basic Weather - VMC	MERRILL, WI			SPRING					
Wind Dir/Speed- 220/005 KTS						01			
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight P				Lth/Wid - Surface -				
Lowest Ceiling - NONE	Type of Clearance			-		DRY	UK F		
Obstructions to Vision- NONE	Type Apch/Lndg			Kanway	512143	DICT			
Precipitation - NONE	·) · · · · · · · · · · · · · · · ·								
Condition of Light - DAYLIGHT									
Personnel Information									
	Age - 28				MEDICAL-WA	IVERS/LIM	IT		
	Biennial Flight Review			t Time (H					
PRIVATE	Current - YES Months Since - 18	5 Total		220	Last 24	Hrs -	1		
SE LAND	Aircraft Type - UN	/ND Theth	model-	100	Last 30	Days- UN Days-			
	An crart Type - UN	VINK TUSTL	umeri (-	0	Last 90	Days	74		

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT DURING HIS PREFLT RUN-UP, EVERYTHING SEEMED NORMAL. USING SHORT FIELD TAKEOFF PROCEDURES, HE ROTATED AT 40 KTS & REACHED AN ALT OF ABOUT 10 FT AGL. HOWEVER, HE STATED THAT THE ACFT DID NOT WANT TO ACCELERATE TO THE BEST ANGLE OF CLIMB SPEED OF 54 KTS, SO HE ABORTED THE TAKEOFF. THE ACFT CONTINUED OFF THE END OF THE RWY, WENT DOWN AN EMBANKMENT & WAS DAMAGED. AN EXAM REVEALED THAT A SPARK COULD NOT BE OBTAINED FROM THE TOP SPARK PLUG IN THE #2 CYLINDER. ALSO, EXCESSIVE BUILD UP OF LEAD DEPOSITS WAS NOTED ON THE BOTTOM PLUGS. HOWEVER, THE PLT NOTED NO DECREASE IN POWER DURING THE TAKEOFF. THE DENSITY ALT WAS ESTIMATED TO BE 2958 FT. THE PLT REPORTED THE WIND WAS FROM THE NORTHWEST AT 10 KTS. AT WAUSAU, WI, THE 1950 CDT WIND WAS FROM 220 DEG AT 5 KTS.

		Brief of A	ccident (Continued)	· · · · ·	
File No 95	6/25/84	PARK FALLS,WI	A/C Reg. No. N	N757DR	Time (Lc1) - 2015 CDT
Occurrence #1 Phase of Operation	OVERRUN				
Finding(s) 1. WEATHER CONDITIO 2. WEATHER CONDITIO 3. ABORTED TAKEOFF	N - HIGH DENSITY /	ALTITUDE			
Occurrence #2 Phase of Operation	ON GROUND COLLIS Takeoff	ION WITH TERRAIN			
Finding(s) 4. TERRAIN CONDITIO	N - ROUGH/UNEVEN				
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) 1,2,4

Brief of Accident

File No 961 7/08/84 LAKE	GENEVA,WI A/C Re	A/C Reg. No. N6700H			Time (Lcl) - 1215 CDT			
Basic Information Type Operating Certificate-NONE (GENER	Aircraft SUBSTAN			Injur Serious		None		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAN Fire NONE	Crew	0	0 0	0	None 1 3		
Aircraft Information Make/Model - CESSNA 172M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -		S	Installed/A tall Warnin				
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 170/015 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 10000 FT Lowest Sky/Clouds - 10000 FT BRC Obstructions to Vision- NONE Precipitation - RAIN SHOWERS Condition of Light - DAYLIGHT	Type Apch/Lndg -	NONE NONE	ON AIR Airport D AMERIC Runway Runway Runway Runway	ata ANA Ident - Lth/Wid - Surface -		75		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 50 Biennial Flight Review Current - YES Months Since - 13 Aircraft Type - C-172RG	Total - Make/Model-	t Time (H 302 101	ours) Last 24 Last 30) WAIVERS/ Hrs -) Days- UN) Days-	1 IK/NR		

----Narrative----

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ACCORDING TO THE PLT, HE WAS ON A SHORT FINAL APCH TO LAND WHEN THE ACFT ENCOUNTERED SUDDEN TURBULENCE. AT THAT TIME, THE PASSENGER IN THE RIGHT FRONT SEAT LURCHED AGAINST THE CONTROL WHEEL, CAUSING THE NOSE TO PITCH DOWN & THE ACFT TO BANK LEFT. SUBSEQUENTLY, THE ACFT BOUNCED ON THE RWY & WAS THEN LANDED. AFTER A SHORT ROLL, THE NOSE GEAR COLLAPSED. THE PLT REPORTED THAT THE ARPT WAS LOCATED IN THE BOTTOM OF A SMALL VALLEY & HAD TREES ALONG THE SOUTH SIDE OF THE RWY. ABOUT 1 HR AFTER THE OCCURRENCE, 2 OTHER PLTS FLEW THERE & BOTH STATED THAT THEY ENCOUNTERED TURBULENCE & WIND SHEAR. ALSO, THE PLT OF N6700H STATED THAT THE RIGHT FRONT SEAT PLT WAS USING THE SHOULDER HARNESS & HAD HIS SEAT FORWARD FOR MORE LEG ROOM FOR A PASSENGER IN THE BACK.

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File No. - 961 7/08/84 LAKE GENEVA,WI A/C Reg. No. N6700H Time (Lc1) - 1215 CDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - TURBULENCE 2. CONTROL INTERFERENCE - INADVERTENT - PASSENGER 3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation LANDING Finding(s) 4. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING 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) 2,3

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

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Air	craft Damage		Iniu	ıries	
	SU	BSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIO	NAL Fir	e Cr	ew O ss O	0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING			•	-		0
Aircraft Information						
Make/Model - CESSNA 170B	Eng Make/Model	- CONTINENTAL C-145-			Activated	
Landing Gear - TAILWHEEL-ALL FIXED		- 1		tall Warni	ing System	- YES
Max Gross Wt - 2050		- RECIPROCATING-CARB	URETOR			
No. of Seats - 4	Rated Power	- 145 HP				
Environment/Operations Information	Thingson		Ainment			
Weather Data Wx Briefing - FSS	Itinerary Last Departure P	aint	ON AIR	Proximity		
Method - UNK/NR	JANESVILLE.WI	ome	UN AIR			
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/IN		TABACC			
Wind Dir/Speed- 160/004 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 12000 FT SC	,			Ident	- 36	
Visibility - 12.0 SM	ATC/Airspace		Runway	Lth/Wid	- 2300/	130
	ATTERED Type of Tright T				- GRASS/TU	RF
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearanc	e ·- NONE	Runway	Status	- WET	
	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 60				VAIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	FI	ight Time (H			
STUDENT	Current - N/ Months Since - N/	A Total -	218			
	Months Since - N/	A Make/Model-	218	Last 3	30 Days- UN	K/NR
	Aircraft Type - N/	A Instrument-	• 0	Last	90 Days-	25
Instrument Rating(s) - NONE						
Narrative E PLT STATED HE MADE A FASTER THAN NORMAL TTLE POWER TO SMOOTH OUT THE LANDING, BUT COUNTERED A MUDDY CORN FIELD FURROW & NOS	WHEN THE ACFT TOUCHED DO					

7/10/84 File No. - 943 EDGERTON, WI A/C Reg. No. N2748C Time (Lc1) - 1320 CDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - IMPROPER - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND -------_____ Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - ROUGH/UNEVEN 5. TERRAIN CONDITION - SOFT 6. 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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft D	amage			Inju	ıries	
	-	DESTROYED	0		Fatal			None
Type of Operation -PERSONAL		Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		ON GROUND		Pass	0	0	0	0
Accident Occurred During -DESCENT								
Aircraft Information								
Make/Model - ROTORWAY EXECUTIVE	Eng Make/	Model - ROTOR	WAY RW145		ELT 1		Activated	
Landing Gear - TRICYCLE-FIXED	Number Er	ngines - 1				tall Warni	ng System	- NO
Max Gross Wt - UNK/NR		/pe - RECIP		RBURETO	R			
No. of Seats - 2	Rated Pov	ver - 14	5 HP					
Environment/Operations Information								
Weather Data	Itinerary			Α		Proximity	_	
Wx Briefing - NO RECORD OF BRIEFI Method - N/A					OFF AIF	RPORT/STRI	P	
Completeness - N/A	SAME AS Destinatior			A 4	rport Da	+-		
Basic Weather - VMC	LOCAL	1		AI	rport Da	la		
Wind Dir/Speed- 280/009 KTS	LUCAL				Dunway	Ident .	- N/A	
Visibility - 15.0 SM	ATC/Airspace	2				Lth/Wid		
Lougat Sky (Cloude AEOO ET CC	ATTEDED TURA OF ET		IONE			Surface		
Lowest Sky/clouds - 4500 FT St Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Ci	learance - N				Status		
	Type Apch/	/Lndg - N	ONE		•			
Precipitation - NONE Condition of Light - DAYLIGHT								
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 32		dical Certi	ficate	- VALID	MEDICAL-W	AIVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight	Review - YES		Flight	Time (Ho	ours)		
PRIVATE SE LAND	Current Monthe Since	- YES	Total Naka (Mada	,	93	Last 2	4 Hrs -	
SE LAND	Months Since	e - 12 De - UNK/NR	Make/Mode	- +_	10	Last a	Days- UN	
	All Chart Typ	Je - UNK/NR	Instrumen	ι-	3	Potoro	craft -	10
						ROTOL		10
Instrument Rating(s) - NONE								
-Narrative								
FIXED WING PLT WHO WAS NOT QUALIFIED TO	FLY ROTORCRAFT TO		ITS HOMEBUIT	Τ ΔΟΕΤ	AFTER P		IF 1ST TIME	
TRIED AGAIN AND THIS TIME THE ACFT ROLLE								-
E TIME TO ACT.								

File No 835	7/11/84	CAMBRIDGE,WI	A/C Reg. No. N2993P	Time (Lc1) - 1800 CDT
Occurrence #1 L Phase of Operation H	OSS OF CONTROL OVER	- IN FLIGHT		
3. IMPROPER USE O	F EQUIPMENT/AIR	CRAFT,LACK OF RECENT CRAFT,INADEQUATE INIT	EXPERIENCE IN KIND OF AIRCRAFT - P TAL TRAINING - PILOT IN COMMAND EXPERIENCE - PILOT IN COMMAND	ILOT IN COMMAND
Occurrence #2 R Phase of Operation H				
Probable Cause				
The National Transporta is/are finding(s) 1	tion Safety Boa	rd determines that th	ne Probable Cause(s) of this accide	nt

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

Brief of Accident

 Basic Information						
Type Operating Certificate-NONE (GENERA		t Damage			uries	
	DESTRO		Fatal	Serious		None
Type of Operation -BUSINESS	Fire	Crew	0	. 1	0	0
Flight Conducted Under -14 CFR 91	ON GRO	UND Pass	4	<u> </u>	0	0
Accident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model - PIPER PA-32RT-300T	Eng Make/Model - LY	COMING TIO-540-S1A) ELT	Installed	/Activated	I - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			tall Warn	ing System	- YES
Max Gross Wt - 3600	Engine Type - RE	CIP-FUEL INJECTED				
No. of Seats - 6	Rated Power -	300 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		OFF AI	RPORT/STR	IP	
Method - TELEPHONE	SAME AS ACC/INC					
Completeness - PARTIAL,LMTD BY PILOT	Destination		Airport D	ata		
Basic Weather - VMC	CHARLESTON, WV		MERCER	COUNTY		
Wind Dir/Speed- 250/004 KTS				Ident		
Visibility - 7.0 SM	ATC/Airspace				- 4743/	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				- ASPHALT	•
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
-Personnel Information						
Pilot-In-Command	Age - 29	Medical Certifica			CAL	
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H			
PRIVATE	Current - YES Months Since - 14	Total -	210	Last	24 Hrs -	1
SE LAND		Make/Model-	57	Last	30 Days- L	•
	Aircraft Type - C-172	Instrument-	6	Last	90 Days-	65
Instrument Rating(s) - NONE						
Narrative						
- NAFRATIVE E NON-INSTRUMENT RATED PLT BEGAN HIS TAKEOF						
RING THE TAKEOFF ROLL AT ABOUT 65 TO 75 KTS						
TO 3 SECONDS LATER, HE ROTATED & DUE TO THE						
STRUMENTS TO KEEP THE ACFT IN A PROPER CLIN						
T'S FATHER SAID HE OBSERVED THE ACFT ENTERI						
RVIVING PASSENGER SAID THE ENG SOUND REMAIN						
ACET COLLIDED WITH TREES CRASHED & DUDNE						
E ACFT COLLIDED WITH TREES, CRASHED & BURNE THE RWY. NO PREIMPACT/PART FAILURE OR MALF						

File No. - 978 2/09/84 BLUEFIELD, WV A/C Reg. No. N22457 Time (Lc1) - 0604 EST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND 3. LIGHT CONDITION - DARK NIGHT IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND 4. 5. LANDING LIGHT - FAILURE, TOTAL 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND 7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 9. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 10. OBJECT - TREE(S) _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ 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

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,10

is/are finding(s) 7

Brief of Accident

Basic Information • Type Operating Certificate-NONE (GENERA	L AVIATION) A	ircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal			None
Type of Operation -SIGHT SEEING Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ire NONE	Crew Pass	0 0	0 0	0 0	1 2
Aircraft Information							
Make/Model - CESSNA 172K Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number Engine	- RECIPROCATI		S	Installed/A tall Warnir	ng System	- YES
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure SAME AS ACC/				Proximity RPORT/STRIF)	
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport Da	ata	×	
Wind Dir/Speed- 180/008 KTS						• N/A	
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight	Plan - NONE			Lth/Wid - Surface -	· N/A · N/A	
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Cleara		LANDING		Status -		
Personnel Information Pilot-In-Command	A 62	Bedi - 1					
Certificate(s)/Rating(s)	Age - 63 Biennial Flight Revi	ew	Flia	nt Time (He	ALID MEDICA ours)		
COMMERCIAL SE LAND	Current - Months Since - Aircraft Type -	YES Tota 10 Make, UNK/NR Inst	1 - /Model- rument- UN i-Eng - UN	18000 18000 NK/NR	Last 24 Last 30 Last 90	4 Hrs -) Days- UN) Days- raft - UN	K/NR 250
Instrument Rating(s) - AIRPLANE							
Narrative							
HE PLT STATED THAT THE ENG SUDDENLY LOST POW HEAD & LANDED AFTER THE ACFT BRUSHED THE TOP						1	

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	90 7/17/84 FAYETTEVILLE,WV	Time (Lc1) - 1145 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL CLIMB	
inding(s) 1. UNDETERMINED 2. AIRCRAFT PREFLI	GHT - INADEQUATE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY	
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN	
inding(s) 3. OBJECT - TREE(S)	
Probable Cause		

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

is/are finding(s) 1

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Brief of Accident

File No 892 4/01/84 DOUGLAS	A/C	Reg. No. N414EM		ime (Lcl) -	- 1400 MS1	
Basic Information Type Operating Certificate-NONE (GENERAL		ft Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	Fire ON GR	Cre DUND Pas		1 1	0 0	0 2
Aircraft Information Make/Model - CESSNA 414A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6750 No. of Seats - 8	Eng Make/Model - C Number Engines - Engine Type - R Rated Power -	DNTINENTAL TSIO-52 2 ECIP-FUEL INJECTED	O ELT	Installed/ <i>I</i> tall Warnir	Activated	- YES/NO
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - IMC Wind Dir/Speed- 090/015 KTS Visibility - 1.500 SM Lowest Sky/Clouds - 800 FT Lowest Ceiling - 800 FT OVERCA Obstructions to Vision- UNK/NR Precipitation - SNOW Condition of Light - DAYLIGHT	Itinerary Last Departure Poin BORREGO SPRINGS,C Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan ST Type of Clearance Type Apch/Lndg	- IFR - IFR	ON AIR Airport D CONVER Runway Runway Runway	ata SE COUNTY	ASPHALT	
	ige - 58 Siennial Flight Review Current - YES Months Since - 13 Aircraft Type - C-414	Fli	ght Time (H	ours)	AIVERS/LIM 4 Hrs - 0 Days- UN 0 Days- raft - UN	4 K/NR 32
Instrument Rating(s) - AIRPLANE						

DURING AN APPROACH FOR A DOWNWIND LANDING, THE ACFT STALLED & IMPACTED THE GROUND 192 FT SHORT OF RWY 28. THE PLANE HAD ENCOUNTERED ICING CONDITIONS DURING FLT & ICE WAS STILL ADHERING TO THE ACFT AS THE PLT MADE AN APPROACH FOR LANDING. INSTRUMENT CONDITIONS EXISTED & THE RWY WAS COVERED WITH SNOW. THE PLT STATED THAT HE DID NOT ALLOW FOR THE ICE & WAS TRYING TO TOUCH DOWN ON THE APPROACH END OF THE RWY SO THAT THE ACFT WOULD NOT CONTINUE OF THE DEPARTURE END.

4/01/84 A/C Reg. No. N414EM File No. - 892 DOUGLAS,WY Time (Lc1) - 1400 MST _____ IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CRUISE Finding(s) 1. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND 2. WEATHER CONDITION - CLOUDS 3. WEATHER CONDITION - LOW CEILING 4. WEATHER CONDITION - SNOW 5. WEATHER CONDITION - ICING CONDITIONS 6. WING - ICE Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH Finding(s) 7. WEATHER CONDITION - TAILWIND 8. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 9. AIRSPEED - INADEQUATE - PILOT IN COMMAND 10. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH Finding(s) 11. TERRAIN CONDITION - SNOW COVERED ----Probable Cause----

Brief of Accident (Continued)

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,11

Brief of Accident

File No 887 5/30/84	CHEYENNE, WY	A/C Reg. No. N735	61	Time (Lcl) -	2000 MDT	
Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fata	Injur I Serious		None
Type of Operation -INSTR Flight Conducted Under -14 CF Accident Occurred During -DESCE		Fire NONE	Crew O Pass O	0	0 1	1 2
Aircraft Information Make/Model - CESSNA 172M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Engi Engine Type	del - LYCOMING 0-320 nes - 1 - RECIPROCATING - 150 HP		LT Installed/A Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 340/025 KTS Visibility - 60.0 SM Lowest Sky/Clouds - 8000 Lowest Ceiling - 8000 Obstructions to Vision- NONE Precipitation - RAIN S Condition of Light - DAYLIC	Itinerary Last Departu SAME AS AC Destination BRUSH,CO ATC/Airspace FT Type of Flig FT BROKEN Type of Clea Type Apch/Lr SHOWERS	C/INC ght Plan - NONE	OFF Airpor CHE Run Run Run	YENNE way Ident - way Lth/Wid - way Surface -	30 6691/ 1 GRASS/TUR DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 26 Biennial Flight Re Current Months Since Aircraft Type	eview -YES Total -2 Make/Mo	Flight Time - 575 odel- 328 ment- 74	Last 24 Last 30	NIVERS/LIMI Hrs - Days- UNK Days-	5

Instrument Rating(s) - AIRPLANE

----Narrative----

BEFORE THE FLIGHT THE PILOT OBTAINED A WEATHER BRIEFING AND WAS INFORMED OF AN APPROACHING THUNDERSTORM WHICH WAS 10 MILES NORTHWEST OF THE AIRPORT. THE PILOT STATED THAT AFTER A NORMAL TAKEOFF HE CLIMED TO A ALTITUDE OF ABOUT 250 FT AGL, AT 70 KIAS, WHEN HE EXPERIENCED MODERATE TURBULENCE AND THE CLIMB LEVELED OFF. THE PLT THEN CHECKED THE ALTIMETER AND VERTICAL SPEED INDICATOR WHICH HE SAID INDICATED A DESCENT EVEN THOUGH HIS AIRSPEED AND ATTITUDE INDICATED THE ACFT SHOULD BE CLIMBING. UNABLE TO ARREST THE DESCENT, THE ACFT SETTLED INTO AN OPEN FIELD. THE REPORTED CHEVENNE WINDS AT 1959 MDT WERE FROM 340 DEGREES AT 25 KTS GUSTING TO 38 KTS. AT 2052 MDT THE WINDS WERE REPORTED TO BE FROM 020 DEGREES AT 8 KTS. THE THUNDERSTORM WHICH PASSED OVER CHEVENNE AT 1907 MDT WAS REPORTED TO BE A STORM OF LEVEL 1 INTENSITY. THE ELEVATION OFTHE ARPT WAS 6156 FT.

File No 8	87 5/30/84 CHEYENNE,WY	A/C Reg. No. N73561	Time (Lc1) - 2000 MDT
	IN FLIGHT ENCOUNTER WITH WEATHER TAKEOFF - INITIAL CLIMB		
2. FLIGHT INTO KNO 3. WEATHER CONDITI 4. WEATHER CONDITI 5. WEATHER CONDITI			
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT TAKEOFF		
inding(s) 7. CLIMB - NOT POS	SIBLE -	· · · · · · · · · · · · · · · · · · ·	
	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	nt

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

Brief of Accident

File No 893 6/10/84 AFTON	,WY A/C R	eg. No. N8564U	т	ime (Lcl)	- 1030 N	IDT
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Inju		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE		0	0 0	0 0	1 1
Aircraft Information Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -		S	Installed// tall Warnin		ed - YES/NO em - YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 160/015 KTS Visibility - 20.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	OFF AI Airport D AFTON Runway Runway Runway	MUNICIPAL	- 16 - 4200/ - DIRT	' 45 _
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg		Kuliway	512105	ICE CO	VERED
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 57 Biennial Flight Review	Medical Certifica Flig	te - VALID ht Time (H		AIVERS/L	_IMIT
COMMERCIAL SE LAND		Total - Make/Model-	6000 300	Last 24 Last 30	0 Days-	UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT DEPARTED RWY 16 WITH THE INTENTION OF REPOSITIONING THE ACFT ON THE ARPT AFTER LANDING. HE ESTIMATED THE SURFACE WINDS WERE FROM THE SOUTHEAST AT 15 KTS. A WITNESS STATED THAT THE WINDS HAD CHANGED DIRECTIONS ABOUT EIGHT TIMES DURING THE DAY. THE PLT STATED THAT AFTER CLIMBING TO ABOUT 400 FT, DOWNDRAFTS & VIOLENT TURBULENCE WERE ENCOUNTERED AND ALT COULD NOT BE MAINTAINED. THE ACFT SETTLED INTO A HAY FIELD WHERE IT NOSED OVER. AT THE TIME OF THE ACCIDENT, THE DENSITY ALT WAS ABOUT 6240 FT. THE ESTIMATED GROSS WEIGHT OF THE ACFT DURING TAKEOFF WAS 1537 LBS.

File No 893 6/10/84 AFTON,WY	A/C Reg. No. N8564U	Time (Lc1) - 1030 MDT	
ccurrence IN FLIGHT COLLISION WITH TERRAIN			
hase of Operation TAKEOFF			
inding(s)			
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND			
2. WEATHER CONDITION - UNFAVORABLE WIND			
3. WEATHER CONDITION - DOWNDRAFT			
4. WEATHER CONDITION - TURBULENCE			
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE			
6. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND			
Probable Cause			

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

Brief of Accident

File No 938 6/30/84 RECLUSE,WY		g. No. N1790X	Time (Lcl) - 1720 MDT			
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft SUBSTAN		Injuries Fatal Serious Minor None			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew Pass	0 0	0 1	1 0	0 2
Aircraft Information Make/Model - CESSNA 210L Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3800 No. of Seats - 4	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -	IP-FUEL INJECTED		Installed/A 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- 360/005 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 Point SAME AS ACC/INC Destination BILLINGS,MT ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	VFR NONE	ON AIR Airport D RECLUS Runway Runway Runway	ata E Ident - Lth/Wid - Surface -	2500 -UI	
	Age - 47 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/NR	Total - Make/Model-	t Time (H 400 270 K/NR	ours) Last 24 Last 30 Last 90	WAIVERS/ Hrs - UN Days- UN Days- aft - UN	K/NR K/NR 30

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED THAT WHILE TAKING OFF FROM A GRASS STRIP THE ACFT DRIFTED TO THE LEFT. HE COULD NOT THEN DEFINE THE STRIP FROM THE REMAINING AREA OF THE FIELD DUE TO THE TALL GRASS. HE APPLIED FULL RIGHT RUDDER BUT THE ACFT CONTINUED TO SWERVE TO THE LEFT & WOULD NOT ACCELERATE ABOVE 52 MPH. HE PULLED BACK ON THE CONTROL YOKE TO AVOID A 15 FT HIGH BERM. THE ACFT FLEW OVER THE BERM & A SMALL POND & STALLED. THE PLT REPORTED THAT HE WAS UNAWARE OF THE EFFECT GRASS HAS ON AN ACFT & PLANNED TO GET MORE INSTRUCTION ON SOFT FIELD PROCEDURES. THE DENSITY ALT WAS APRX 5400 FT.

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38 6/30/84	RECLUSE, WY	A/C Reg. No. N1790X	Time (Lc1) - 1720 MDT
RRAIN - SELECTED - CISION,VISUAL/AURA ON - HIGH DENSITY T - NOT MAINTAINED - NOT PERFORMED - ON - DIRT BANK EMATURE - PILOT IN EQUATE -	PILOT IN COMMAND L PERCEPTION - PILOT IN ALTITUDE - PILOT IN COMMAND PILOT IN COMMAND COMMAND	N COMMAND	
	ION WITH TERRAIN		
	LOSS OF CONTROL TAKEOFF - INITIA ON - HIGH VEGETATI RRAIN - SELECTED - CISION,VISUAL/AURA ON - HIGH DENSITY T - NOT MAINTAINED - NOT PERFORMED - ON - DIRT BANK EMATURE - PILOT IN EQUATE - ADVERTENT - PILOT	ON - HIGH DENSITY ALTITUDE T - NOT MAINTAINED - PILOT IN COMMAND - NOT PERFORMED - PILOT IN COMMAND ON - DIRT BANK EMATURE - PILOT IN COMMAND EQUATE - ADVERTENT - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN	LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB ON - HIGH VEGETATION RRAIN - SELECTED - PILOT IN COMMAND CISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND ON - HIGH DENSITY ALTITUDE T - NOT MAINTAINED - PILOT IN COMMAND - NOT PERFORMED - PILOT IN COMMAND ON - DIRT BANK EMATURE - PILOT IN COMMAND EQUATE - ADVERTENT - PILOT IN COMMAND - NOT PILOT IN COMMAND - NOT PILOT IN COMMAND

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6,8

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

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NTSB-AAB-86-01

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