NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 15, 1985 ACCIDENTS

NTSB/AAB-87/01
This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.

File Numbers: 2801 through 3000
Supplemental Briefs

Key Words
Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather

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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.

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

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

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| Eng Make/Model   | P&W R1340-59 |
| Number Engines   | 1 |
| Engine Type      | RECIPROCATING-CARBURETOR |
| Stall Warning System | NO |
| ELT Installed/Activated | YES/YES |

| Max Gross Wt     | 8000 |
| No. of Seats     | 1 |
| Rated Power      | 600 HP |

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<tr>
<td>Medical Certificate</td>
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</table>

---Narrative---

THE ACFT NOSED OVER DURING A FORCED LANDING ON A TUNDRA FOLLOWING A LOSS OF PWR. THE PLT REPORTED HE MADE A LOW PASS OVER A DOWNED ACFT ON A BEACH AND AS HE ADVANCED THE THROTTLE, A RAPID DECREASE IN PWR OCCURRED. THE ACFT AND ENG WERE NOT RECOVERED FROM THE TUNDRA FOR INSPECTION.
The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1
National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2870  
4/02/85  
LOWER LAKE, CA  
A/C Reg. No. N4602L  
Time (Lcl) - 1338 PDT

---Basic Information---

Type Operating Certificate - NONE (GENERAL AVIATION)

Aircraft Damage - SUBSTANTIAL

Injuries -

Fatal  |  Serious  |  Minor  |  None
-------|-----------|--------|-------
0      | 0         | 0      | 1

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

---Aircraft Information---

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670 lbs

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

---Environment/Operations Information---

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed - CALM

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 - TRUCKEE, CA

Destination - SAME AS ACC/INC

Airport Proximity - ON AIRPORT

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - 3300 - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

---Personnel Information---

Pilot-In-Command

Certificace(s)/Rating(s)

PRIVATE SE LAND

Age - 37

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Current - UNK/NR

Total - 130

Last 24 Hrs - UNK/NR

Biennial Flight Review

Months Since - UNK/NR

Make/Model - UNK/NR

Last 30 Days - UNK/NR

Instrument Rating(s) - NONE

Aircraft Type - UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Narrative:

THE ACFT CONTACTED TREES WHILE ATTEMPTING TO LAND AT HOBERG AIRSTRIP.
**Occurrence:** IN FLIGHT COLLISION WITH TERRAIN  
**Phase of Operation:** LANDING

**Finding(s):**
1. TERRAIN CONDITION - TREE(S)
2. PLANNED APPROACH - POOR - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

---Probable Cause---

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

**File No.** 2844  
**Date** 4/05/85  
**Location** TAHOE PARADISE, CA  
**A/C Reg. No.** N80530  
**Time (Lcl)** - 1105 PST

### Basic Information

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<tr>
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<tr>
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**Aircraft Damage**  
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<tr>
<td>Engine Type</td>
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### Environment/Operations Information

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<td>Precipitation</td>
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<tr>
<td>Condition of Light</td>
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<table>
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<tr>
<th>Airport Proximity</th>
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<tr>
<td>Last Departure Point</td>
<td>S. LAKE TAHOE, CA</td>
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<tr>
<td>Destination</td>
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### Personnel Information

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<td>Multi-Eng</td>
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| Instrument Rating(s) | AIRPLANE |

### Narrative

THE ACFT CONTACTED TREES AND THE TERRAIN DURING AN ATTEMPTED CLimb IN A NARROW CANYON. THE PLT STATED HE WAS ATTEMPTING TO CLimb IN ORDER TO CLEAR RISING TERRAIN IN THE CANYON WHEN A DOWNDRAFT WAS ENCOUNTERED. HE STATED, HE CLEARED THE TOP OF THE RIDGE AT 9000 FT WHEN THE DOWNDRAFT WAS EXPERIENCED AND THE LEFT WING CONTACTED TREES. LEVEL FLT COULD NOT BE MAINTAINED AND THE ACFT SETTLED INTO THE TREES.
Brief of Accident (Continued)

File No. - 2844  
4/05/85 TAHOE PARADISE, CA  
A/C Reg. No. N80530  
Time (Lcl) - 1105 PST

Occurrence #1  
Phase of Operation: LOSS OF CONTROL - IN FLIGHT
Finding(s):  
1. TERRAIN CONDITION - MOUNTAINOUS/HILLY  
2. WEATHER CONDITION - UNFAVORABLE WIND  
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND  
4. WEATHER CONDITION - DOWNDRAFT  
5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2  
Phase of Operation: IN FLIGHT COLLISION WITH OBJECT
Finding(s):  
6. OBJECT - TREE(S)

Occurrence #3  
Phase of Operation: IN FLIGHT COLLISION WITH TERRAIN
Finding(s):  
---Probable Cause---

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

Factor(s) relating to this accident is/are finding(s) 1, 2, 4
---Basic Information---
Type Operating Certificate - NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

---Aircraft Information---
Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Engine Make/Model - CONTINENTAL 0-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
ELT Installed/Activated - YES/YES
Stall Warning 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 - CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point - FALLON, NV
Destination - AUBURN, CA
ATC/airport - AUBURN, CA

Airport Proximity
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

---Personnel Information---
Pilot-In-Command
Certificate(s)/Rating(s) - PRIVATE - SE LAND
Biennial Flight Review - YES
Months Since - 18
Aircraft Type - C-172

Age - 44
Medical Certificate - VALID MEDICAL - NO WAIVERS/LIMIT
Flight Time (Hours) - TOTAL - 191
Last 24 Hrs - 5
Last 30 Days - UNK/NR
Last 90 Days - 39

---Narrative---
THE ACFT CRASHED INTO TREES DURING AN APPROACH TO LAND AFTER SUNSET. THE PLT STATED THAT HE WAS DESCENDING FROM 10,500 FT THRU 5000 FT WITH THE ARPT IN SIGHT AS WELL AS THE LIGHTS OF SACRAMENTO, CA. HE DOES NOT REMEMBER THE ACCIDENT BUT REMEMBERS HIS WIFE WAS ASLEEP AND THE DOG IN BACK TRIED TO GET UP FRONT, WHICH HE LATER THOUGHT UNUSUAL. THE FLT LASTED AN HOUR AND THE HEATER WAS ON DURING THE FLT BUT TESTS FOR CO2 DAYS LATER WERE INCONCLUSIVE. POST ACC EXAM OF THE ACFT EXHAUST SYSTEM SHOWED NO MALFUNCTION. THE CRASH SITE WAS ABOUT 2 MILES FROM THE ARPT. THE ACFT CRASHED INVERTED ABOUT 100 FT FROM THE FIRST TREE IMPACT POINT.
Brief of Accident (Continued)


--- Probable Cause ---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.
THE PLT, EXECUTING AND ILS APCH, OBSERVED A PRIMARY HYDRAULIC PRESSURE DROP AND DECLARED HIS INTENT TO LAND WITHOUT THE USE OF FLAPS, SPEED BRAKES, REVERSERS OR NOSE WHEEL STEERING. THE ACFT RAN OFF THE END OF THE RW DURING LANDING, TRAVELED APROX 1300 FT AND CAME TO REST ON A GOLF COURSE AFTER STRIKING 2 VEHICLES AND A CHAIN LINK FENCE. POST ACCIDENT INVESTIGATION REVEALED .8 QUARTS OF HYDRAULIC FLUID (SKYDROL) IN THE RESERVOIR. RESERVOIR CAPACITY IS 1.28 U.S. GALLONS. THE PLT STATED HE PUMPED THE BRAKES ON APCH TO BUILD PRESSURE IN THE EMERGENCY BRAKE SYSTEM. THE PLT ANNOUNCED HE HAD NO BRAKED AFTER TOUCHDOWN. THE JET COMMANDER 1121 OPERATOR’S MANUAL CAUTIONS AGAINST THIS PRACTICE. A FUNCTIONAL CHECK OF THE THRUST REVERSERS BY ON-SCENE INVESTIGATORS PRODUCED 2 COMPLETE CYCLES OF OPERATION. TWO PERSONS LOCATED IN A GROUND VEHICLE WERE INJURED DURING THE OVERRUN LANDING.
Brief of Accident (Continued)


Occurrence #1  OVERRUN
Phase of Operation  LANDING - ROLL

Finding(s)
1. HYDRAULIC SYSTEM, RESERVOIR - LOW LEVEL
2. BRAKES (NORMAL) - NOT POSSIBLE - OTHER MAINTENANCE PSNL
3. BRAKES (EMERGENCY) - IMPROPER USE OF - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
5. REVERSERS - NOT USED - PILOT IN COMMAND
6. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1, 2, 6
ENG FAILED DUE TO FUEL EXHAUSTION WHILE THE ACFT WAS ON FINAL APCH TO RWY 18 AT APPLE VALLEY. A FORCED LANDING ON ROUGH TERRAIN SHORT OF THE RWY RESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT.
Occurrence #1  
Phase of Operation  
Finding(s)  
1. FLUID, FUEL - EXHAUSTION  
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND  
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND  
4. JUDGEMENT - POOR - PILOT IN COMMAND  

Occurrence #2  
Phase of Operation  
Finding(s)  
5. TERRAIN CONDITION - ROUGH/UNEVEN  

Occurrence #3  
Phase of Operation  
Finding(s)  
5. TERRAIN CONDITION - ROUGH/UNEVEN  

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) 3, 5
THE ACFT CONTACTED TREES AND THE TERRAIN IN AN UNCONTROLLED DESCENT AND WAS DESTROYED BY IMPACT AND AN ENSUING FIRE. THE ACFT'S LEFT ELEVATOR WAS NOT LOCATED DURING THE POST ACCIDENT INSPECTION. WITNESSES REPORTED SEEING THE ACFT FLYING LOW (50 FT AGL) AND FAST PRIOR TO THE ACCIDENT.
Occurrence #1  IN FLIGHT COLLISION WITH OBJECT
Phase of Operation  MANEUVERING

Finding(s)
1. BUZZING - INTENTIONAL - PILOT IN COMMAND
2. OBJECT - TREE(S)
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. FLIGHT CONTROL, ELEVATOR - SEPARATION

Occurrence #2  LOSS OF CONTROL - IN FLIGHT
Phase of Operation  MANEUVERING

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) 3
Factor(s) relating to this accident is/are finding(s) 1,2,4,5
**National Transportation Safety Board**  
Washington, D.C. 20594

**Brief of Accident**

<table>
<thead>
<tr>
<th>File No. - 2834</th>
<th>10/19/85</th>
<th>DAGGETT, CA</th>
<th>A/C Reg. No. N51862</th>
<th>Time (LCL) - 1000 PDT</th>
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</table>

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### Basic Information

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<td>Flight Conducted Under</td>
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### Aircraft Information

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<td>Engine Type</td>
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### Environment/Operations Information

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<th>Itinerary</th>
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<tbody>
<tr>
<td>Wx Briefing</td>
<td>Last Departure Point</td>
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<tr>
<td>Method</td>
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<tr>
<td>Completeness</td>
<td>Destination</td>
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<td>Precipitation</td>
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### Personnel Information

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<th>Age</th>
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<td>Certificate(s)/Rating(s)</td>
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<tbody>
<tr>
<td>AIRPLANE</td>
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### Narrative

THE PLT STATED HE HAD JUST LIFTED OFF FOR A FERTILIZER SPREADING OPERATION WITH AN EXTERNAL LOAD BUCKET, WHEN THE ENG HAD A PARTIAL PWR LOSS AT 100 FT AGL. A DESCENT WAS STARTED AND THE BUCKET WAS DISENGAGED. HOWEVER, WHILE THE PLT WAS ATTEMPTING TO LAND THE HELICOPTER, THE TAIL ROTOR CONTACTED THE GROUND, FOLLOWED BY THE MAIN ROTOR BLADES. WHEN THE HELICOPTER CAME TO REST, IT WAS LAYING ON IT'S RIGHT SIDE. POST ACCIDENT INSPECTION DISCLOSED THE MOVABLE BREAKER OF THE LEFT MAGNETO BREAKER POINT ASSEMBLY WAS FOUND BROKEN OFF AND LAYING IN THE BOTTOM OF THE MAGNETO HOUSING.
Brief of Accident (Continued)

File No. - 2834  10/19/85  DAGGETT, CA  A/C Reg. No. N51862  Time (Lcl) - 1000 PDT

Occurrence #1  LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation  TAKEOFF
Finding(s)
1. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL
2. ALTITUDE - INADEQUATE

Occurrence #2  FORCED LANDING
Phase of Operation  DESCENT - EMERGENCY
Finding(s)
3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3  ROLL OVER
Phase of Operation  LANDING - FLARE/TOUCHDOWN
Finding(s)
4. AIRCRAFT HANDLING - 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, 4
Factor(s) relating to this accident is/are finding(s) 2
Nation Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2877  
12/08/85  
SD. LAKE TAHOE,CA  
A/C Reg. No. N2854R  
Time (Lcl) - 1645 PST

---Basic Information---
Type Operating Certificate - NONE (GENERAL AVIATION)
Aircraft Damage - DESTROYED

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

---Aircraft Information---
Make/Model - PIPER PA-28-201T
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIO-360-FB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
ELT Installed/Activated - YES/YES
Stall Warning 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 - CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision - NONE
Precipitation - SNOW SHOWER
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point - S. LAKE TAHOE, CA
Destination - TRACY, CA

---Personnel Information---
Pilot-In-Command
Certificate(s)/Rating(s) - PRIVATE

Instrument Rating(s) - NONE

---Narrative---
PRIOR TO DEPARTING ON A VFR FLT FROM SOUTH LAKE TAHOE, CA, TO TRACY, CA, THE PLT FAILED TO OBTAIN A WX BRIEFING OR FILE A FLT PLAN. WX AT THE ARPT OF DEPARTURE WAS REPORTED AS SCATTERED CLOUDS AT 1500 FT, BROKEN CEILING CONDITIONS AT AN ESTIMATED 3000 FT, VISIBILITY 20 MILES, TEMP 30 DEGREES F., DEW POINT 16 DEGREES F., WITH LIGHT SNOW FALLING AT THE TIME OF TAKEOFF. AN ELT SIGNAL WAS RECEIVED BY A SATELLITE AND TRANSPORT ACFT AT APRX 1721 HRS AND WAS REPORTED TO SCOTT AFB ASR CENTER. A CAP ACFT WAS DISPATCHED TO THE REPORTED COORDINATES AND THE ACFT'S WRECKAGE WAS LOCATED AT ABOUT 1100 HRS ON THE MORNING FOLLOWING THE ACCIDENT. WX CONDITIONS NEAR THE ACCIDENT SITE WERE FORECAST TO BE OBSCURED WITH PRECIPITATION DURING THE TIME OF THE ACCIDENT.
Brief of Accident (Continued)

File No. - 2877 - 12/08/85  SO. LAKE TAHOE, CA  A/C Reg. No. N2854R  Time (Lcl) - 1645 PST

Occurrence #1
Phase of Operation  IN FLIGHT ENCOUNTER WITH WEATHER
Finding(s)
1. PREFLIGHT BRIEFING SERVICE - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2
Phase of Operation  LOSS OF CONTROL - IN FLIGHT
Finding(s)
5. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3
Phase of Operation  IN FLIGHT COLLISION WITH TERRAIN
Finding(s)
6. SPIRAL - 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, 3, 4, 6

Factor(s) relating to this accident is/are finding(s) 2, 5
THE ACFT WAS OBSERVED DURING LANDING BY A WITNESS WHO SAID THAT THE ACFT BOUNCED ONCE BEFORE NOSING OVER TO AN INVERTED POSITION ON THE RT SIDE OF THE RWY. INVESTIGATION REVEALED THAT THE RT LANDING GEAR WAS WRAPPED TIGHT WITH WEEDS THAT BORDERED THE SIDE. THESE WEEDS WERE 3 TO 4 FT HIGH. THE PLT STATED THAT HE THOUGHT HE WAS IN THE MIDDLE OF THE RWY BUT DUE TO RESTRICTED FORWARD VISIBILITY DURING THE FLARE HE MUST HAVE DRIFTED TO THE RT ENOUGH TO CONTACT THE WEEDS WITH THE LANDING GEAR.
Occurrence #1  
Phase of Operation  
Finding(s)  
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
2. PROPER ALIGNMENT - INACCURATE - PILOT IN COMMAND  
3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), VISUAL RESTRICTION BY EQUIP/STRUCT - PILOT IN COMMAND

Occurrence #2  
Phase of Operation  
Finding(s)  

Occurrence #3  
Phase of Operation  
Finding(s)

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**

**File No.** - 2847  
**11/09/85**  
**ENGLEWOOD, CO**  
**A/C Reg. No.** N1909T  
**Time (Lcl)** - 1300 MST

<table>
<thead>
<tr>
<th>----Basic Information----</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type Operating Certificate</td>
<td>NONE (GENERAL AVIATION)</td>
<td>Fire</td>
</tr>
<tr>
<td>Type of Operation</td>
<td>-PERSONAL</td>
<td>Crew</td>
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<tr>
<td>Flight Conducted Under</td>
<td>-14 CFR 91</td>
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<td>Aircraft Damage</td>
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<tr>
<th>----Aircraft Information----</th>
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<tbody>
<tr>
<td>Make/Model</td>
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<tr>
<td>Landing Gear</td>
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<td>ELT Installed/Activated</td>
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<tr>
<td>Stall Warning System</td>
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<thead>
<tr>
<th>----Environment/Operations Information---</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weather Data</td>
</tr>
<tr>
<td>Wx Briefing</td>
</tr>
<tr>
<td>Method</td>
</tr>
<tr>
<td>Completeness</td>
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<tr>
<td>Basic Weather</td>
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<tr>
<td>Wind Dir/Speed</td>
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<td>Obstructions to Vision</td>
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<tr>
<td>Precipitation</td>
</tr>
<tr>
<td>Condition of Light</td>
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<table>
<thead>
<tr>
<th>----Personnel Information---</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot-in-Command</td>
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<tr>
<td>Certificate(s)/Rating(s)</td>
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</tbody>
</table>

**Instrument Rating(s)** - AIRPLANE

**Narrative**

Occurrence #1  IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation  APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)
1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - ICING CONDITIONS
3. IFR PROCEDURE - INADEQUATE - PILOT IN COMMAND
4. AUTOPILOT - ATTEMPTED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
6. NAVIGATION RECEIVER - NOT SELECTED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND

Finding(s)
10. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
11. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3, 6, 8, 10

Factor(s) relating to this accident is/are finding(s) 1, 2, 4, 5, 9
**Brief of Accident**

**File No. - 2829**

**12/01/85**

**FRANKTOWN, CO**

**A/C Reg. No. N249JM**

**Time (Lcl) - 1732 MST**

---

### Basic Information

- **Type Operating Certificate**: NONE (GENERAL AVIATION)
- **Aircraft Damage**: SUBSTANTIAL
- **Crew Fatal**: 0
- **Crew Serious**: 2
- **Crew Minor**: 0
- **Crew None**: 0

---

### Aircraft Information

- **Make/Model**: CESSNA 421B
- **Landing Gear**: TRICYCLE-RETRACTABLE
- **Max Gross Wt**: 7200
- **No. of Seats**: 8
- **Eng Make/Model**: CONTINENTAL TSIO-520-H
- **Number Engines**: 2
- **Engine Type**: RECIP-FUEL INJECTED
- **Rated Power**: 375 HP

---

### Environment/Operations Information

- **Weather Data**
  - **Wx Briefing**: FSS
  - **Method**: TELEPHONE
  - **Completeness**: FULL
  - **Basic Weather**: VMC
  - **Wind Dir/Speed**: 050/008 KTS
  - **Visibility**: 3.000 SM
  - **Lowest Sky/Clouds**: 1400 FT
  - **Obstructions to Vision**: HAZE
  - **Condition of Light**: DUSK
- **Itinerary**
  - **Last Departure Point**: CHANUTE, KS
  - **Destination**: ASPEN, CO
- **Airport Proximity**: OFF AIRPORT/STRIP
- **Airport Data**
  - **Runway Idnt**: N/A
  - **Runway Lth/Wd**: N/A
  - **Runway Surface**: GRASS/TURF
  - **Runway Status**: SOFT

---

### Personnel Information

- **Pilot-In-Command**
  - **Age**: 64
  - **Medical Certificate**: VALID MEDICAL-WAIVERS/LIMIT
  - **Biennial Flight Review**: YES
  - **Current Months Since**: 3
  - **Make/Model**: C-150
  - **Aircraft Type**: C-150
  - **Instrument Rating(s)**: AIRPLANE
  - **Last 24 Hrs**: UNK/NR
  - **Last 30 Days**: 30
  - **Last 90 Days**: 30

---

### Narrative

THE ACFT DEPARTED NASHVILLE, TN, FOR A FLT TO ASPEN, CO. THE PLTS MADE ONE REFUELING STOP AT CHANUTE, KS. THE PLTS WERE UNABLE TO LAND AT ASPEN OR A NEARBY ALTERNATE ARPT (EAGLE, CO) AND ELECTED TO RETURN BACK TO THE DENVER AREA. THE PLTS INDICATED TO AN ARTCC CONTROLLER THAT THEY WERE LOW FUEL. BEFORE THEY COULD REACH AN ARPT THE PLT TOLD THE CONTROLLER THEY HAD ENG FAILURE AND THOUGHT THEY HAD RUN OUT OF FUEL. DURING THE EMERGENCY DESCENT THE ACFT STRUCK AN ELECTRICAL POWER POLE, POWER LINES AND THEN THE GROUND. INSPECTION OF THE ACFT REVEALED 2 TO 3 GALLONS OF FUEL REMAINING IN EACH MAIN FUEL TANK.
Occurrence #1
Loss of Power (Total) - Non-Mechanical
Phase of Operation: Descent - Normal
Finding(s):
1. Fluid Fuel - Exhaustion
2. In-Flight Planning/Decision - Improper - Pilot in Command
3. Fuel Consumption Calculations - Inaccurate - Pilot in Command
4. Judgement - Poor - Pilot in Command

Occurrence #2
In Flight Collision with Object
Phase of Operation: Descent - Emergency
Finding(s):
5. Object - Utility Pole

Occurrence #3
In Flight Collision with Terrain
Phase of Operation: Landing
Finding(s):
6. Terrain Condition - Soft

--- Probable Cause ---

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

File No. - 281 O 12/01/85 FORT COLLINS, CO A/C Reg. No. N9910U Time (Lcl) - 1120 MST

---Basic Information---
Type Operating Certificate - NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage - SUBSTANTIAL
Injuries
<table>
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<tr>
<th>Fatal</th>
<th>Serious</th>
<th>Minor</th>
<th>None</th>
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<tbody>
<tr>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
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</tbody>
</table>

---Aircraft Information---
Make/Model - GRUMMAN AA-5A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
ELT Installed/Activated - YES/YES
Stall Warning System - YES
Rated Power - 150 HP

---Environment/Operations Information---
Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed - CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - 9000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point - FORT COLLINS, CO
Destination - COUNCIL BLUFFS, IA

Runway Data
Runway Idnt - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Status - SNOW - DRY
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

---Personnel Information---
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review - CURRENT - YES
Total Flight Time (Hours) - 1151
Last 24 Hrs - UNK/NR
Make/Model - 171
Last 30 Days - UNK/NR
Aircraft Type - AA-5A
Instrument - 5
Last 90 Days - 20

Instrument Rating(s) - NONE

---Narrative---
THE PLT STATED THAT DURING TAKEOFF ROLL THE ACFT USED OVER TWICE THE NORMAL DISTANCE TO RWY TO BECOME AIRBORNE. AFTER BECOMING AIRBORNE, THE STALL WARNING SOUNDED, AND CONTINUED TO SOUND UNTIL THE FORCED LANDING WHEN THE PLT SAID HE COULD NOT MAINTAIN ALT. THE ACFT CONTACTED A ROAD SIGN APRX 1/2 MILE FROM THE RWY, PRIOR TO TOUCHDOWN ON THE HIGHWAY MEDIAN, AND LATER COMING TO REST OFF A HIGHWAY EXIT. THE ENTIRE SURFACE OF THE WINGS AND HORIZONTAL STABILIZER WERE COVERED WITH ROUGH ICE WHICH THE PLT STATED HE DID NOT ATTEMPT TO REMOVE PRIOR TO FLT. THE PLT ALSO STATED THAT THE ICE ON THE SURFACE OF THE AIRFOILS HAD NO BEARING ON THE ACCIDENT.
<table>
<thead>
<tr>
<th>Occurrence #1</th>
<th>Loss of Control - In Flight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>Descent - Emergency</td>
</tr>
<tr>
<td><strong>Finding(s)</strong></td>
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</tr>
<tr>
<td>1. WING - ICE</td>
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</tr>
<tr>
<td>2. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND</td>
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<tr>
<td>3. HORIZONTAL STABILIZER SURFACE - ICE</td>
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<tr>
<th>Occurrence #2</th>
<th>Forced Landing</th>
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<tr>
<td>Phase of Operation</td>
<td>Descent - Uncontrolled</td>
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<table>
<thead>
<tr>
<th>Occurrence #3</th>
<th>In Flight Collision with Object</th>
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</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>Landing</td>
</tr>
<tr>
<td><strong>Finding(s)</strong></td>
<td></td>
</tr>
<tr>
<td>4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN</td>
<td></td>
</tr>
</tbody>
</table>

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is are finding(s) 2.
File No. - 2812  12/01/85   ENGLEWOOD.CO  A/C Reg. No. N9250Y  Time (Lcl) - 1808 MST

---Basic Information---
Type Operating Certificate - NONE (GENERAL AVIATION)  Aircraft Damage - SUBSTANTIAL
Type of Operation - PERSONAL  Fatal - 0
Flight Conducted Under - 14 CFR 91  Serious - 0
Accident Occurred During - APPROACH  Minor - 1
Injuries - 0

---Aircraft Information---
Make/Model - PIPER PA-31-350  ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE  Number Engines - 2
Eng Make/Model - LYCOMING LTI0-540-V2AD  Engine Type - RECIP-FUEL INJECTED
Max Gross Wt - 7200  Rated Power - 350 HP
No. of Seats - 7  ELT Installed/Activated - YES/YES
ELT Installed/Activated - YES/YES

---Environment/Operations Information---
Wx Briefing - FSS  Itinerary - El Paso, TX
Method - TELEPHONE  Destination - ENGLEWOOD.CO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC  Airport Proximity - OFF AIRPORT/STRIP
Engine Type - RECIP-FUEL INJECTED
Wind Dir/Speed - 050/008 KTS  Rated Power - 350 HP
Visibility - 3.000 SM  ALT/airspace - CENTENNIAL
Lowest Sky/Clouds - 1400 FT
Lowest Ceiling - 1400 FT BROKEN
Obstructions to Vision - FOG
Precipitation - SNOW
Condition of Light - NIGHT (DARK)

---Personnel Information---
Pilot-In-Command - Age - 54  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s) - PRIVATE
SE LAND, ME LAND  Flight Time (Hours)
Biennial Flight Review - YES  Total - 1050  Last 24 Hrs - 7
Current - YES  Make/Model - 212  Last 30 Days - UNK/NR
Months Since - 7  Instrument - 180  Last 90 Days - 40
Aircraft Type - PA-31P  Multi-Eng - 730

---Narrative---
The PLT had been flying aprx 7 hrs and was completing the FLT at night when the accident occurred. He was using visual cues (the ARPT environment) to position the ACFT at a proper alt for a visual APCH and landing. The terrain south of the ARPT rises several hundred feet above the ARPT elevation. The terrain is sparsely lit. The ACFT touched down 2 miles short of RWY 34R in an open pasture at an elev of aprx 400 FT higher than the ARPT. The PLT had flown aprx 1 hr of night time in the last 90 days, according to his logbook.
Occurrence: IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation: APPROACH

Finding(s):
1. LIGHT CONDITION - DARK NIGHT
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
7. ALTITUDE - MISJUDGED - PILOT IN COMMAND
8. TERRAIN CONDITION - RISING
9. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Probable Cause:
The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2, 7, 9

Factor(s) relating to this accident is/are finding(s) 1, 3, 4, 5, 6
National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2813  
12/08/85 AURORA, CO  
A/C Reg. No. N37550  
Time (Lcl) - 1300 MST

----Basic Information----  
Type Operating Certificate - NONE (GENERAL AVIATION)  
Aircraft Damage - SUBSTANTIAL  
Injuries - Fire  
Fire - Crew 0  
Crew 0  
Fatal 0  
Serious 0  
Minor 0  
None 1

Type of Operation - BUSINESS  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAXI

----Aircraft Information----  
Make/Model - PIPER PA-28R-201T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2150  
No. of Seats - 4

----Environment/Operations Information----  
Weather Data  
Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed - 308/008 KTS  
Visibility - 4/0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

----Personnel Information----  
Pilot-In-Command  
Certificate(s)/Rating(s) - PRIVATE  
SE LAND  
Biennial Flight Review - Current - YES  
Total - 1385  
Months Since - 1  
Make/Model - 1385  
Aircraft Type - PA-28R  
Institution - 275  
Flight Time (Hrs) - Last 24 Hrs - UNK/NR  
Last 30 Days - UNK/NR  
Last 90 Days - 17

----Narrative----  
ACCORDING TO THE PLT, THE RIGHT WING STRUCK A FENCE WHILE DIVERTING OFF THE TAXIWAY CENTERLINE TO MAKE ROOM FOR ANOTHER ONCOMING ACFT. CONTACT WITH THE FENCE RESULTED IN A BENT SPAR IN THE RIGHT WING.
Brief of Accident (Continued)

File No. - 2813  12/08/85 AURORA, CO
A/C Reg. No. N37550
Occurrence  Time (Lcl) - 1300 MST
Phase of Operation TAXI

Finding(s)
1. OBJECT - FENCE
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
4. AIRPORT FACILITIES, TAXIWAY CONDITION - CONGESTED

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) 3, 4
### Brief of Accident

File No. - 2814  
12/15/85  
AURORA, CO  
A/C Reg. No. N19409  
Time (Lc1) - 1330 MST

#### Basic Information
- **Type Operating Certificate**: NONE (GENERAL AVIATION)  
- **Type of Operation**: INSTRUCTIONAL  
- **Flight Conducted Under**: 14 CFR 91  
- **Accident Occurred During**: LANDING

#### Aircraft Information
- **Make/Model**: CESSNA 150L  
- **Landing Gear**: TRICYCLE-FIXED  
- **Max Gross Wt**: 1600  
- **No. of Seats**: 2  
- **Eng Make/Model**: CONTINENTAL 0-200-A  
- **Number Engines**: 1  
- **ELT Installed/Activated**: YES/NO  
- **Engine Type**: RECIPROCATING-CARBURETOR  
- **Stall Warning System**: YES

#### Environment/Operations Information
- **Weather Data**
  - **Wx Briefing**: NO RECORD OF BRIEFING  
  - **Method**: N/A  
  - **Completeness**: N/A  
  - **Basic Weather**: VMC  
  - **Wind Dir/Speed**: 270/015 KTS  
  - **Visibility**: 50.0 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

#### Airport Data
- **Airport Proximity**: ON AIRPORT  
- **Airport Data**: AURORA

#### Personnel Information
- **Pilot-In-Command**
  - **Certificate(s)/Rating(s)**: COMMERCIAL, CFI  
  - **Age**: 24  
  - **Biennial Flight Review**: YES  
  - **Flight Time (Hours)**: 2200  
  - **Months Since**: 8  
  - **Make/Model**: 1200  
  - **Aircraft Type**: UNK/NR  
  - **Instrument**: 208  
  - **Multi-Eng**: 110

#### Narrative

ACCORDING TO THE CFI, DURING A TOUCH & GO LANDING, THE STUDENT ALLOWED THE ACFT TO DRIFT TO THE LEFT SIDE OF THE RWY WHERE IT CONTACTED A SNOW BANK. THE CFI STATED SHE FAILED TO CORRECT FOR THE DRIFT SOON ENOUGH TO PREVENT THE ACCIDENT. THE LANDING WAS BEING MADE ON RWY 14 AND THE WIND WAS FROM 270 DEGREES AT 15 TO 20 KTS.
### Occurrence #1
**Phase of Operation**: Landing  
**Findings**:
1. Weather condition - Crosswind  
2. Compensation for wind conditions - Inadequate - dual student  
3. Proper alignment - Not maintained - dual student  
4. Remedial action - Delayed - Pilot in command (CFI)

### Occurrence #2
**Phase of Operation**: Landing - Roll  
**Findings**:
5. Terrain condition - Snowbank

---Probable Cause---

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

Factor(s) relating to this accident is/are finding(s) 1
THE ACFT COLLIDED WITH THE GROUND DURING TAKEOFF FROM RWY 01 AT ELLINGTON, CONNECTICUT, AND WAS SUBSTANTIALLY DAMAGED BUT THERE WAS NO FIRE. THE PILOT RECEIVED MINOR INJURIES. THE AIRCRAFT CRASHED FOR UNDETERMINED REASONS.
The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1
### Brief of Accident

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<th>2803</th>
<th>Date</th>
<th>12/21/85</th>
<th>Location</th>
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<th>A/C Reg. No.</th>
<th>N61260</th>
<th>Time (LCL)</th>
<th>1630 EST</th>
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</thead>
</table>

#### Basic Information

- **Type Operating Certificate:** NONE (GENERAL AVIATION)
- **Aircraft Damage:** SUBSTANTIAL
- **Injuries:**
  - Fatal: 0
  - Serious: 0
  - Minor: 0
  - None: 1

- **Type of Operation:** PERSONAL
- **Flight Conducted Under:** -14 CFR 91
- **Accident Occurred During:** -LANDING

#### Aircraft Information

- **Make/Model:** PIPER PA-28R-201
- **Landing Gear:** TRICYCLE-RETRACTABLE
- **Max Gross Wt:** 2150
- **No. of Seats:** 4
- **Engine Make/Model:** LYCOMING IO-360
- **Number Engines:** 1
- **Engine Type:** RECIP-FUEL INJECTED
- **ELT Installed/Activated:** YES-UNK/NR
- **Stall Warning System:** YES
- **Max Gross Wt:** 2150
- **No. of Seats:** 4
- **Rated Power:** 200 HP

#### Environment/Operations Information

- **Weather Data**
  - **Wx Briefing:** NO RECORD OF BRIEFING
  - **Method:** N/A
  - **Basic Weather:** VMC
  - **Visibility:** 20.0 SM
  - **Wind Dir/Speed:** 330/008 KTS
  - **ATC/Airspace:** N/A
  - **Lowest Sky/Clouds:** 10000 FT SCATTERED
  - **Type of Flight Plan:** NONE
  - **Obstructions to Vision:** NONE
  - **Precipitation:** NONE
  - **Condition of Light:** DUSK

- **Itinerary**
  - **Last Departure Point:** BRADLEY, CT
  - **Destination:** TETERBROD, NJ

- **Airport Data**
  - **Type:** OFF AIRPORT/STRIP
  - **Runway Ident:** N/A
  - **Runway Lth/Wid:** N/A
  - **Runway Surface:** N/A
  - **Runway Status:** N/A

- **Obstructions to Vision:** NONE
- **Type Apch/Lndg:** FORCED LANDING

#### Personnel Information

- **Pilot-In-Command**
  - **Certificate(s)/Rating(s):**
    - COMMERCIAL, CFI
    - SE LAND, ME LAND
  - **Age:** 47
  - **Biennial Flight Review:** YES
  - **Current:** YES
  - **Months Since:** 8
  - **Make/Model:** 250
  - **Aircraft Type:** UNK/NR
  - **Instrument:** 600
  - **Flight Time (Hours):** 5300
  - **Last 24 Hrs:** 0
  - **Last 30 Days:** UNK/NR
  - **Last 90 Days:** 100
  - **Multi-Eng:** 800

- **Medical Certificate:** VALID MEDICAL-WAIVERS/LIMIT

#### Narrative

THE ACFT WAS ON A RETURN FLIGHT BACK TO TETERBROD WHEN AN ENG FAILURE OCCURRED FOR UNKNOWN REASONS. THE PLT REQUESTED VECTORS TO THE NEAREST ARPT WHICH WAS ROBERTSON BUT HE WAS NOT ABLE TO REACH IT. A FORCED LANDING RESULTED IN AN OPEN FLD DURING WHICH THE ACFT WAS SUBSTANTIALLY DAMAGED.
The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.
Brief of Accident

File No. - 2802 12/28/85 ELLINGTON, CT A/C Reg. No. N7571P Time (Lcl) - 1700 EST

--- Basic Information ---
Type Operating Certificate - NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

--- Aircraft Information ---
Make/Model - PIPER PA-24
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4
Aircraft Damage - SUBSTANTIAL
Fire - NONE
Crew - 0
Pass - 0
Fatal - 0
Serious - 0
Minor - 1
None - 3
Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
ELT Installed/Activated - YES-UNK/NR
Stall Warning 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 - CALM
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DUSK

--- Personnel Information ---
Pilot-In-Command
Certificate(s)/Rating(s) - PRIVATE
SE LAND
Age - 25
Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Biennial Flight Review - YES
Total Flight Time (Hours) - 225
Last 24 Hrs - 0
Months Since SE LAND - 16
Make/Model - 100
Last 30 Days - UNK/NR
Instrument Rating(s) - NONE

--- Narrative ---
Occurrence: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s):
1. LIGHT CONDITION - DUSK
2. PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

---Probable Cause---

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

Factor(s) relating to this accident is/are finding(s) 1
The ACFT contacted a ditch during an attempted takeoff on a taxiway. The plt reportedly decided to use the taxiway for takeoff rather than the rwy because of the soft rwy conditions which resulted from recent rains. During takeoff the left main gear contacted soft terrain and the ACFT veered left off the taxiway. The plt then initiated retraction of the landing gear and applied back pressure in an attempt to become airborne. However, the ACFT continued off the taxiway where it contacted a ditch.
Occurrence #1  LOSS OF CONTROL - IN FLIGHT
Phase of Operation  TAKEOFF - GROUND RUN

Finding(s)
1. TERRAIN CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND

Occurrence #2  ON GROUND COLLISION WITH TERRAIN
Phase of Operation  TAKEOFF - GROUND RUN

Finding(s)
5. TERRAIN CONDITION - DITCH

---Probable Cause---

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

Factor(s) relating to this accident is/are finding(s) 4
The pilot stated that during a swath run at an alt of aprx 5 ft AGL, a sudden loss of power occurred. The acft was damaged when it settled and contacted the terrain. Post accident inspection and a test run of the eng failed to reveal any mechanical failure/malfunction.
Occurrence #1
Phase of Operation: LOSS OF POWER
Finding(s):
1. UNDETERMINED
2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2
Phase of Operation: IN FLIGHT COLLISION WITH TERRAIN
Finding(s):
---Probable Cause---
The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1
National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2884 8/26/85 PAHALA, HI  A/C Reg. No. N1012Y  Time (Lcl) - 0930 HST

---Basic Information---
Type Operating Certificate-ON-DEMAND AIR TAXI
Type of Operation - AERIAL APPLICATION
Flight Conducted Under - 14 CFR 137
Accident Occurred During - DESCENT

---Aircraft Information---
Make/Model - EMROTH-EMAIR MA-1B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6250
No. of Seats - 1

Eng Make/Model - WRIGHT R-1820-202A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
ELT Installed/Activated - YES-UNK/NR
Stall Warning System - UNK/NR

Max Gross Wt - 6250
No. of Seats - 1

---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 - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

---Personnel Information---
Pilot-In-Command
Certif icate(s)/Rating(s) - COMMERCIAL
SE LAND,ME LAND,SE SEA,ME SEA

Biennial Flight Review
Months Since - 5

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

---Narrative---
WITNESSES REPORTED SEEING PIECES OF WOOD AND FABRIC COMING OFF THE ACFT DURING IT'S SECOND SWATH RUN. AT THE END OF THE RUN, THE ACFT CLIMBED ABRUPTLY TO CLEAR TREES AFTER WHICH IT ENTERED AN UNCONTROLLED DESCENT TO GROUND IMPACT. THE ACFT WAS DESTROYED BY FIRE ON IMPACT WITH THE TERRAIN. INVESTIGATION DISCLOSED A WING NOSE RIB AND A PIECE OF FABRIC HAD SEPARATED FROM THE ACFT AND WERE LOCATED APRX 1225 FT UPWIND FROM THE ACCIDENT SITE.
### Brief of Accident (Continued)

<table>
<thead>
<tr>
<th>Occurrence #</th>
<th>Phase of Operation</th>
<th>Finding(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>#1</td>
<td>AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION</td>
<td>1. WING, WING RIB - SEPARATION</td>
</tr>
<tr>
<td>#2</td>
<td>LOSS OF CONTROL - IN FLIGHT</td>
<td></td>
</tr>
<tr>
<td>#3</td>
<td>IN FLIGHT COLLISION WITH TERRAIN</td>
<td></td>
</tr>
</tbody>
</table>

---Probable Cause---

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

File No. - 2879  5/27/85  NEW BADEN,IL  A/C Reg. No. N64AB  Time (Lcl) - 1700 CDT

---Basic Information---
Type Operating Certificate - NONE (GENERAL AVIATION)  Aircraft Damage - DESTROYED
Type of Operation - PERSONAL  Fire - CREW ON GROUND
Flight Conducted Under - 14 CFR 91  Crew - PASS 0
Accident Occurred During - DESCENT  Minor - 0

---Aircraft Information---
Make/Model - STEENS SKYBOLT  Number Engines - 1
Landing Gear - TAILWHEEL - ALL FIXED  Engine Type - RECIP-FUEL INJECTED
Max Gross Wt - 2079  Rated Power - 260 HP
No. of Seats - 2  ELT Installed/Activated - YES/YES

---Environment/Operations Information---
Weather Data
Wx Briefing - NO RECORD OF BRIEFING  Eng Make/Model - LYCOMING IO-540-D4A5
Method - N/A  Type of Clearance - NONE
Completeness - N/A  Type of Flight Plan - NONE
Basic Weather - VMC  Type Apch/Lndg - TRAFFIC PATTERN
Wind Dir/Speed - 290/008 KTS  Obstructions to Vision - NONE
Visibility - 7.0 SM  Type - DAYLIGHT
Lowest Sky/Clouds - 3300 FT SCATTERED  Runway Status - DRY
Lowest Ceiling - 7000 FT BROKEN  Runway Surface - GRASS/TURF
Obstructions to Vision - NONE  Runway Idnt - 18
Precipitation - NONE  Runway Lth/Wid - 2400/50
Condition of Light - DAYLIGHT  Airport Proximity - ON AIRSTRIP

---Personnel Information---
Pilot-In-Command
Certificate(s)/Rating(s)  Age - 32  Medical Certificate - VALID MEDICAL - NO WAIVERS/LIMIT
PRIVATE  Biennial Flight Review - CURRENT - UNK/NR  Flight Time (Hours) - 2756
SE LAND, ME LAND  Months Since - UNK/NR  Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR  Aircraft Type - UNK/NR
Instrument Rating(s) - NONE

---Narrative---
WITNESSES STATED THE ACFT MADE A LOW PASS DOWN THE RWY (20 TO 30 FT AGL) AT AN AIRSPEED OF APRX 200 MPH. THE ACFT THEN ENTERED A STEEP CLimb AND AT ABOUT 100 FT AGL, THE ACFT ROLLED TO THE RIGHT. THE ACFT LOST ALT DURING THE ROLL AND DESCENDED TO GROUND IMPACT.
Brief of Accident (Continued)

File No. - 2879  5/27/85  NEW BADEN, IL  A/C Reg. No. N64AB  Time (Lcl) - 1700 CDT

Occurrence #1  LOSS OF CONTROL - IN FLIGHT
Phase of Operation  MANEUVERING
Finding(s)
   1. AIRCRAFT HANDLING

Occurrence #2  IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation  DESCENT - UNCONTROLLED
Finding(s)
   2. MANEUVER - IMPROPER - PILOT IN COMMAND
   3. 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
Brief of Accident

---Basic Information---
Type Operating Certificate: NONE (GENERAL AVIATION)

Type of Operation: PERSONAL
Flight Conducted Under: 14 CFR 91
Accident Occurred During: DESCENT

---Aircraft Information---
Make/Model: GLOBE GC-1B
Landing Gear: TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt: 1710 lbs
No. of Seats: 2
Eng Make/Model: FRANKLIN GA-350-C1
Number Engines: 1
ELT Installed/Activated: YES/YES
Stall Warning System: YES
Max Gross Wt: 1710

---Environment/Operations Information---
Weather Data
Wx Briefing: FSS
Method: TELEPHONE
Completeness: WEATHER NOT PERTINENT
Basic Weather: VMC
Wind Dir/Speed: 230/010 KTS SM
Visibility: 7.0 SM
Lowest Sky/Clouds: 3000 FT SCATTERED
Obstructions to Vision: NONE
Precipitation: NONE
Condition of Light: DAYLIGHT

---Personnel Information---
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

---Narrative---
THE PILOT WAS REPORTLY DEPARTING ON A XCOUNTRY FLT. DURING CLIMBOUT, IN THE TRAFFIC PATTERN, UPON REACHING BASE LEG AREA THE ACFT WAS OBSERVED TO TURN BACK TOWARDS THE ARPT DESCEND AND STRIKE THE GROUND. WITNESSES REPORTED NO SOUND OF ENGINE WAS HEARD. THE THROTTLE CONTROL WAS FOUND DISCONNECTED FROM THE CARBURETOR.
### Brief of Accident (Continued)

<table>
<thead>
<tr>
<th>Occurrence #1</th>
<th>Loss of Power (Total) - Mech Failure/Malfunction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>Climb - To Cruise</td>
</tr>
<tr>
<td>Finding(s)</td>
<td>1. Throttle/Power Lever, Linkage - Disconnected</td>
</tr>
</tbody>
</table>

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<tr>
<th>Occurrence #2</th>
<th>Forced Landing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>Descent - Emergency</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Occurrence #3</th>
<th>In Flight Collision with Object</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>Landing - Flare/Touchdown</td>
</tr>
<tr>
<td>Finding(s)</td>
<td>2. Object - Tree(s)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Occurrence #4</th>
<th>In Flight Collision with Terrain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>Descent - Uncontrolled</td>
</tr>
</tbody>
</table>

--- Probable Cause ---

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

File No. - 2860 9/08/85 SWEETWATER, IL A/C Reg. No. N6236E Time (Lcl) - 0955 CDT

----Basic Information----
Type Operating Certificate - NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage - DESTROYED
Injuries -

Fatal Serious Minor None
Crew 1 0 0 0
Pass 0 0 0 0

----Aircraft Information----
Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4
Eng Make/Model - CONTINENTAL 0-300-B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
ELT Installed/Activated - YES/YES
Stall Warning System - YES
Max Gross Wt - 2200
No. of Seats - 4

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 200/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point - SPRINGFIELD, IL
Destination - LOCAL

Airport Proximity - OFF AIRPORT/STRIP

----Personnel Information----
Pilot-In-Command Age - 42
Certificate(s)/Rating(s) - STUDENT
Biennial Flight Review - N/A
Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours) -
Current - N/A Total - 67 Last 24 Hrs - UNK/NR
Months Since - N/A Make/Model - 67 Last 30 Days - UNK/NR
Aircraft Type - N/A Instrument - 0 Last 90 Days - UNK/NR

----Narrative----
THE ACFT WAS OBSERVED FLYING AT LOW ALT PARALLEL TO A HIWAY BEFORE COLLIDING WITH A TREE BEFORE IMPACTING THE GROUND.
The Plt's wife said that the Plt had been under extreme stress for a few months and had not been to bed for 2 days preceding the accident. She also said that he may have fallen asleep before the crash as he was known to fall asleep suddenly when he had been without sleep for several days. No ACFT malfunctions were found. TOXICOLOGY REPORTS ON THE PLT INDICATED THAT EVIDENCE OF COCAINE WAS FOUND IN THE URINE AND VALIUM WAS FOUND IN THE BLOOD.

PAGE 50
Occurrence #1
Phase of Operation: MANEUVERING
Finding(s):
1. OBJECT - TREE(S)
2. ALTITUDE - IMPROPER - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. PHYSICAL IMPAIRMENT (OTHER ORGANIC PROBLEM) - PILOT IN COMMAND

Occurrence #2
Phase of Operation: DESCENT - UNCONTROLLED

---Probable Cause---

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

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


---Basic Information---
Type Operating Certificate - COMMUTER

Type of Operation - POSITIONING
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

Aircraft Damage
- SUBSTANTIAL

Injuries
- Fatal
  - Fire Crew
    - 0
  - Pass
    - 0
    - 0
    - 2
- Serious
  - 0
- Minor
  - 0
- None
  - 0
  - 0
  - 1

---Aircraft Information---
Make/Model - CESSNA 404 II
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500 lbs
No. of Seats - 10

Eng Make/Model - CONTINENTAL GTSIO-520M
Number Engines - 2

ELT Installed/Activated - NO - N/A
Stall Warning System - YES

Max Gross Wt 6500
No. of Seats 10

---Environment/Operations Information---

Weather Data
Wx Briefing - COMPANY
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - IMC
Wind Dir/Speed - 050/010 KTS
Visibility - 1.000 SM

Lowest Sky/Clouds - 500 FT OBSCURED

Obstructions to Vision - UNK/NR
Precipitation - DRIZZLE
Condition of Light - NIGHT(DARK)

---Personnel Information---
Certificate(s)/Rating(s)
- ATP,CFI
- SE LAND, ME LAND

Pilot-In-Command

Age - 52
Biennial Flight Review
- CURRENT - YES

Total Flight Time (Hours)
- 7600

Medical Certificate - VALID MEDICAL - NO WAIVERS/LIMIT

---Narrative---
THE TUG DRIVER WITH BAGGAGE CART FAILED TO YIELD TO A TAXIING ACFT WHEN CROSSING AN ACTIVE TAXIWAY. IT WAS DARK NITE. ACFT HAD POSITION/TAXI LITES ON. VEHICLE STOP SIGN TO TAXI CENTERLINE IS 70 FT. DRIVER SAID HE STOPPED AT SIGN. TUG STRUCK RT WG TIP, WG LEADING RUPTURING FUEL TANK AND SEPARATED ONE PROP BLADE FROM RT PROP HUB. ACFT WAS PUSHED 4 FT SIDEWAYS BY IMPACT.
### Brief of Accident (Continued)

<table>
<thead>
<tr>
<th>File No.</th>
<th>Occurrence</th>
<th>Phase of Operation</th>
<th>Finding(s)</th>
<th>Probable Cause</th>
<th>Factor(s) relating to this accident</th>
</tr>
</thead>
</table>
| 2935    | ON GROUND COLLISION WITH OBJECT | TAXI - TO TAKEOFF  | 1. LIGHT CONDITION - DARK NIGHT  
2. VISUAL LOOKOUT - INATTENTIVE - DRIVER OF VEHICLE  
3. OBJECT - VEHICLE |                          | 1, 3                              |
| 11/29/85 | CHICAGO, IL                |                    |                                               |                             |                                    |
| A/C Reg. No. N167SA |                         |                    |                                               |                             |                                    |
| Time (Lcl) - 1644 CST |                    |                    |                                               |                             |                                    |
Brief of Accident

File No. - 2880 4/05/85 LA PORTE, IN A/C Reg. No. N9429Y Time (Lcl) - 1106 CST

--- Basic Information ---

Type Operating Certificate - NONE (GENERAL AVIATION)
Aircraft Damage
- DESTROYED

Type of Operation
- PERSONAL

Flight Conducted Under
- 14 CFR 91

Accident Occurred During
- DESCENT

--- Aircraft Information ---

Make/Model
- BEECH N35

Landing Gear
- TRICYCLE-RETRACTABLE

Max Gross Wt
- 3125

No. of Seats
- 4

--- Environment/Operations Information ---

Weather Data

Wx Briefing
- FSS

Method
- TELEPHONE

Completeness
- FULL

Basic Weather
- IMC

Wind Dir/Speed
- 030/005 KTS

Visibility
- 1.500 SM

Lowest Sky/Clouds
- 400 FT

Lowest Ceiling
- 400 FT OVERCAST

Obstructions to Vision
- UNK/NR

Precipitation
- RAIN

Condition of Light
- DAYLIGHT

Itinerary

Last Departure Point
- CHICAGO, IL

Destination
- COLUMBUS, OH

Air Transport/Space (ATC/AIRSPACE)

Eng Make/Model
- CONTINENTAL IO-470-N

Number Engines
- 1

Engine Type
- RECIP-FUEL INJECTED

Rated Power
- 260 HP

ELT Installed/Activated
- YES/NO

Stall Warning System
- YES

Airport Proximity
- OFF AIRPORT/STRIP

Airport Data

Runway Ident
- N/A

Runway Lth/Wid
- N/A

Runway Status
- N/A

--- Personnel Information ---

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age
- 41

Biennial Flight Review
- UNK/NR

Total Flight Time (Hours)
- 1300

Medical Certificate
- VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
- LAST 24 HRS: UNK/NR

Make/Model
- 400

Last 30 Days
- UNK/NR

Instrument Rating(s)
- AIRPLANE

Last 90 Days
- UNK/NR

--- Narrative ---

THE THOUSAND HOUR PLUS INSTRUMENT RATED PLT FILED IFR INTO A KNOWN AREA OF THREE AND FOUR LEVEL THUNDERSTORMS. WHILE BEING DRCT BY ATC IT WAS NOTED THAT HEADINGS FLOWN WERE VERY ERRATIC. WHEN QUESTIONED BY ATC THE PILOT REPLIED "STAND BY". SHORTLY AFTERWARD THE ACFT WAS SEEN DESCENDING OUT OF A 400 FOOT OVERCAST AT HIGH SPEED AND STRIKING THE GROUND.
### Occurrence #1
**Phase of Operation**: CRUISE - NORMAL

**Finding(s)**
1. WEATHER CONDITION - THUNDERSTORM
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE IN CLOUDS

### Occurrence #2
**Phase of Operation**: DESCENT - UNCONTROLLED

**Finding(s)**
4. BECAME LOST/DISORIENTED - NOT CORRECTED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND

### Occurrence #3
**Phase of Operation**: DESCENT - UNCONTROLLED

---Probable Cause---

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

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

<table>
<thead>
<tr>
<th>Type Operating Certificate</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE (GENERAL AVIATION)</td>
<td>DESTROYED</td>
<td>Fatal</td>
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<table>
<thead>
<tr>
<th>Type of Operation</th>
<th>Fire</th>
<th>Crew</th>
<th>Pass</th>
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<tbody>
<tr>
<td>-BUSINESS</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<th>Flight Conducted Under</th>
<th>Accident Occurred During</th>
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<tbody>
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<td>-14 CFR 91</td>
<td>-DESCENT</td>
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### Aircraft Information

<table>
<thead>
<tr>
<th>Make/Model</th>
<th>Engine Make/Model</th>
<th>ELT Installed/Activated</th>
<th>Stall Warning System</th>
<th>Max Gross Wt</th>
<th>Engine Type</th>
<th>No. of Seats</th>
<th>Rated Power</th>
</tr>
</thead>
<tbody>
<tr>
<td>PIPER PA-32RT-300T</td>
<td>LYCOMING TIO-540-51AD</td>
<td>YES/NO</td>
<td>YES</td>
<td>3600</td>
<td>RECIP-FUEL INJECTED</td>
<td>6</td>
<td>300 HP</td>
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<table>
<thead>
<tr>
<th>Landing Gear</th>
<th>Number Engines</th>
<th>Engine Type</th>
<th>No. of Seats</th>
<th>Rated Power</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRICYCLE-RETRACTABLE</td>
<td>1</td>
<td>RECIP-FUEL INJECTED</td>
<td>6</td>
<td>300 HP</td>
</tr>
</tbody>
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### Environment/Operations Information

<table>
<thead>
<tr>
<th>Weather Data</th>
<th>Itinerary</th>
<th>Airport Proximity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wx Briefing</td>
<td>Last Departure Point</td>
<td>OFF AIRPORT/STRIP</td>
</tr>
<tr>
<td>Method</td>
<td>FAIRFIELD, IA</td>
<td></td>
</tr>
<tr>
<td>Completeness</td>
<td>Destination</td>
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<tr>
<td>Basic Weather</td>
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<td></td>
</tr>
<tr>
<td>Wind Dir/Speed</td>
<td>Runway Iden</td>
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</tr>
<tr>
<td>Visibility</td>
<td>Runway Lth/Wid</td>
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<tr>
<td>Lowest Sky/Clouds</td>
<td>Runway Surf</td>
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</tr>
<tr>
<td>Lowest Ceiling</td>
<td>Runway Status</td>
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</tr>
<tr>
<td>Obstructions to Vision</td>
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<td></td>
</tr>
<tr>
<td>Precipitation</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Condition of Light</td>
<td>N/A</td>
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### Personnel Information

<table>
<thead>
<tr>
<th>Pilot-In-Command</th>
<th>Age</th>
<th>Biennial Flight Review</th>
<th>Medical Certificate</th>
<th>Flight Time (Hours)</th>
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<tbody>
<tr>
<td>Certificate(s)/Rating(s)</td>
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<td>Current</td>
<td>YES</td>
<td>Total</td>
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<td>PRIVATE</td>
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<td>277</td>
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<td>Make/Model</td>
<td>125</td>
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<tr>
<td>Aircraft Type</td>
<td>PA32RT</td>
<td>Instrument</td>
<td>13</td>
<td>Last 90 Days</td>
</tr>
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</table>

### Narrative

The aircraft was on a visual flight from Fairfield, Iowa, to Indianapolis, Ind. and was about 55 nautical miles south of course when the aircraft broke up in flight. The main wreckage, empennage, and outer wing sections landed within about a quarter of a mile of each other in Merom, Indiana. Weather and rain showers were in the area at the time. The flight was not on a flight plan at the time and the non-instrument rated pilot last reported his altitude as 12,500 feet. FAA Flight Service Station personnel had briefed the pilot on marginal VFR conditions enroute and recommended a more northerly course.
Occurrence #1
Phase of Operation: CRUISE - NORMAL
Finding(s):
1. WEATHER CONDITION - RAIN
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. BECAME LOST/DISORIENTED - CONTINUED - PILOT IN COMMAND
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. VFR PROCEDURE - NOT MAINTAINED - PILOT IN COMMAND
6. DESCENT - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2
Phase of Operation: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Finding(s):
7. FLIGHT CONTROL, STABILATOR - FLUTTER
8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. FLIGHT CONTROL, STABILATOR - FAILURE, TOTAL
10. WING - OVERLOAD
11. WING - FAILURE, TOTAL

Occurrence #3
Phase of Operation: IN FLIGHT COLLISION WITH TERRAIN
Finding(s):
--- Probable Cause ---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7, 8, 9, 10, 11

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

File No. - 2881  7/17/85  VEEDESBURG, IN  A/C Reg. No. N10000  Time (Lcl) - 1650 EST

----Basic Information----
Type Operating Certificate - NONE (GENERAL AVIATION)
Type of Operation - POSITIONING
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage - DESTROYED
Fire - NONE
Crew Fatal - 0
Serious - 0
Minor - 0
None - 0

Pass Fatal - 0
Serious - 0
Minor - 0
None - 0

----Aircraft Information----
Make/Model - TEXAS HELICOPTER OH13E/M74
Landing Gear - SKID
Max Gross Wt - 2750
No. of Seats - 1

Eng Make/Model - LYCOMING V0-435-A1E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR

ELT Installed/Activated - NO - N/A
Stall Warning System - NO

Max Gross Wt - 2750
No. of Seats - 1

----Environment/Operations Information----
Weather Data
Weather - VMC
Wind Dir/Speed - 045/005 KTS
Visibility - 15 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point - VEEDESBURG, IN
Destination - LOCAL

Airport Proximity - OFF AIRPORT/STRIP
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

----Personnel Information----
Pilot-In-Command
Age - 28
Medical Certificate - VALID MEDICAL - WAIVERS/LIMIT
Biennial Flight Review - YES
Total Flight Time (Hours) - 2824
Last 24 Hrs - UNK/NR
Make/Model - SE LAND, ME LAND, SE SEA
Last 30 Days - UNK/NR
Engine - 46
Last 90 Days - 10

Aircraft Type - BE-76
Instrument Rating(s) - AIRPLANE
Multi-Eng - 64
Rotorcraft - 1019

----Narrative----
THE ACFT WAS DESTROYED DURING A HARD FORCED LANDING IN A SOYBEAN FLD FOLLOWING A LOSS OF PWR. INSPECTION OF THE HELICOPTER REVEALED THE CARBURETOR, FUEL FILTER AND FUEL TANK WERE VOID OF FUEL. THE PLT RECEIVED RECEIVED SERIOUS INJURIES DURING THE ACCIDENT AND PASSED AWAY AT A LATER DATE FROM THOSE INJURIES.
Brief of Accident (Continued)

File No. - 2881  7/17/85  VEEDESBURG, IN  A/C Reg. No. N10000  Time (Lcl) - 1650 EST

Occurrence #1  LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation  CRUISE
Finding(s)
  1. FLUID, FUEL - EXHAUSTION
  2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2  FORCED LANDING
Phase of Operation  DESCENT - EMERGENCY

Occurrence #3  HARD LANDING
Phase of Operation  LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

File No. - 2910 10/02/85 TERRE HAUTE, IN A/C Reg. No. N3768U Time (Lcl) - 1424 EST

----Basic Information----
Type Operating Certificate - ON-DEMAND AIR TAXI
Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage - SUBSTANTIAL
Injuries:
<table>
<thead>
<tr>
<th>Fire</th>
<th>Crew</th>
<th>Pass</th>
<th>Fatal</th>
<th>Serious</th>
<th>Minor</th>
<th>None</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
</tbody>
</table>

----Aircraft Information----
Make/Model - PIPER AIRCRAFT CORP. PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2
ELT Installed/Activated - YES/YES
Stall Warning System - YES

Engine Make/Model - LYCOMING 0-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 118 HP

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Basic Weather - VMC
Wind Dir/Speed - 100/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
TERRE HAUTE, IN
Destination
TERRE HAUTE, IN

Airport Proximity
ON AIRPORT
Runway Data
HULMAN REGIONAL
Runway Ident - 13
Runway Lth/Wid - 5290/ 150
Runway Surface - CONCRETE
Runway Status - DRY

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
CompleteLand, ME LAND
Current Flight Review
Biennial Flight Review - YES
Current - 328
Months Since - 5
Make/Model - 97
Aircraft Type - PA38
Instrument Rating(s) - AIRPLANE

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - Last 24 Hrs - 1
Last 30 Days - 20
Last 90 Days - 35
Rotorcraft - 17

----Narrative----
THE ACFT RT MAIN & NOSE GEAR COLLAPSED DURING A FORCED LANDING AFTER A POWER LOSS DURING TAKEOFF. THE STUDENT PLT WAS AT THE CONTROLS WHEN THE ENG QUIT AT ABOUT 300 FT AGL. THE CFI TOOK THE CONTROLS AND TURNED LEFT TOWARD A TAXIWAY FOR THE LANDING. THE ACFT LANDED BETWEEN THE RWY & TAXIWAY IN A FIELD OF SOYBEANS. THE CULTIVATED AREA COLLAPSED THE LANDING GEAR BENDING THE RT WING DURING THE SLIDING STOP. POST ACC INSPECTION SHOWED NO ABNORMALITIES OR DEFECTS IN THE POWERPLANT OR SYSTEMS. WX CONDITIONS WERE NOT CONDUCIVE TO CARB ICING AND NO EVIDENCE WAS FOUND TO INDICATE CARBURETOR ICE.
Occurrence #1  LOSS OF POWER
Phase of Operation  TAKEOFF - INITIAL CLIMB
Finding(s)
1. UNDETERMINED

Occurrence #2  FORCED LANDING
Phase of Operation  DESCENT - EMERGENCY
Finding(s)
2. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #3  HARD LANDING
Phase of Operation  LANDING - FLARE/TOUCHDOWN
Finding(s)
3. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
4. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
6. LANDING GEAR, MAIN GEAR - OVERLOAD
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. TERRAIN CONDITION - OPEN FIELD

---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) 3, 4, 5, 6
### Basic Information

<table>
<thead>
<tr>
<th>Type Operating Certificate</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE (GENERAL AVIATION)</td>
<td>DESTROYED</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type of Operation</th>
<th>Crew Injuries</th>
<th>Pass Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>- PERSONAL</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

| Flight Conducted Under     |                |               |
| 14 CFR 91                  |                |               |

| Accident Occurred During   |                |               |
| DESCENT                    |                |               |

### Aircraft Information

- **Make/Model**: HODSON MIDGET MUSTANG
- **Landing Gear**: TAILWHEEL-ALL FIXED
- **Max Gross Wt**: 1018 lbs
- **No. of Seats**: 1

### Environment/Operations Information

<table>
<thead>
<tr>
<th>Weather Data</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Wx Briefing</strong>: NO RECORD OF BRIEFING</td>
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<tr>
<td><strong>Method</strong>: N/A</td>
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<tr>
<td><strong>Completeness</strong>: N/A</td>
</tr>
<tr>
<td><strong>Basic Weather</strong>: VMC</td>
</tr>
<tr>
<td><strong>Visibility</strong>: 7.0 SM</td>
</tr>
<tr>
<td><strong>Lowest Sky/Clouds</strong>: CLEAR</td>
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<tr>
<td><strong>Lowest Ceiling</strong>: NONE</td>
</tr>
<tr>
<td><strong>Obstructions to Vision</strong>: NONE</td>
</tr>
<tr>
<td><strong>Condition of Light</strong>: DAYLIGHT</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Itinerary</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Last Departure Point</strong>: EVANSVILLE, IN</td>
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<tr>
<td><strong>Destination</strong>: SAME AS ACC/INC</td>
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</table>

<table>
<thead>
<tr>
<th>Airport Proximity</th>
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<tbody>
<tr>
<td><strong>Type of Flight Plan</strong>: NONE</td>
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<tr>
<td><strong>Type of Clearance</strong>: NONE</td>
</tr>
<tr>
<td><strong>Type Apch/Lndg</strong>: NONE</td>
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</table>

<table>
<thead>
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<td><strong>Runway Lth/Wid</strong>: N/A</td>
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<tr>
<td><strong>Runway Surface</strong>: N/A</td>
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<td><strong>Runway Status</strong>: N/A</td>
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### Personnel Information

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<tr>
<th>Pilot-In-Command</th>
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</thead>
<tbody>
<tr>
<td><strong>Pilot Certificate(s)/Rating(s)</strong></td>
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<td>PRIVATE</td>
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<tr>
<td>SE LAND</td>
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<table>
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<th>Medical Certificate</th>
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<td><strong>Age</strong>: 43</td>
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<td><strong>Medical Certificate</strong>: VALID MEDICAL-NO WAIVERS/LIMIT</td>
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<table>
<thead>
<tr>
<th>Flight Time (Hours)</th>
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</thead>
<tbody>
<tr>
<td><strong>Biennial Flight Review</strong>: YES</td>
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<tr>
<td><strong>Total</strong>: UNK/NR</td>
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<tr>
<td><strong>Make/Model</strong>: UNK/NR</td>
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<tr>
<td><strong>Aircraft Type</strong>: UNK/NR</td>
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<tr>
<td><strong>Multi-eng</strong>: O</td>
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<td><strong>Rotorcraft</strong>: O</td>
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<table>
<thead>
<tr>
<th>Instrument Rating(s)</th>
</tr>
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<tbody>
<tr>
<td><strong>- NONE</strong></td>
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</tbody>
</table>

### Narrative

WITNESSES REPORTED SEEING THE PLT PERFORMING AEROBATICS AND FLYING LOW IN AN AREA NEAR HIS PARENT'S HOME. THE ACFT WAS THEN SEEN TO ENTER A STEEP RIGHT BANK DURING WHICH, WITNESSES STATED, THE ENG SPUTTERED AND QUIT. THE ACFT THEN PITCHED DOWN AND IMPACTED THE TERRAIN AT A HIGH SPEED.
<table>
<thead>
<tr>
<th>Occurrence #1</th>
<th>Phase of Operation</th>
<th>Finding(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LOSS OF POWER</td>
<td>1. UNDETERMINED</td>
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<tr>
<td></td>
<td>MANEUVERING</td>
<td>2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Occurrence #2</th>
<th>Phase of Operation</th>
<th>Finding(s)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>LOSS OF CONTROL - IN FLIGHT</td>
<td>3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND</td>
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<td></td>
<td>DESCENT - EMERGENCY</td>
<td>4. STALL</td>
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<table>
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<tr>
<th>Occurrence #3</th>
<th>Phase of Operation</th>
<th>Finding(s)</th>
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<tbody>
<tr>
<td></td>
<td>IN FLIGHT COLLISION WITH TERRAIN</td>
<td>5.</td>
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</table>
**Brief of Accident**

**File No. - 2888**  
10/15/85 WCCORDSVILLE, IN  
A/C Reg. No. N73550  
Time (Lcl) - 1915 EST

---Basic Information---

<table>
<thead>
<tr>
<th>Type Operating Certificate</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
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<tbody>
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<tr>
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<td>-PERSONAL</td>
<td>Crew: 0</td>
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<table>
<thead>
<tr>
<th>Flight Conducted Under</th>
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<tbody>
<tr>
<td>-14 CFR 91</td>
<td>Pass: 0</td>
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</table>

| Accident Occurred During | |
|--------------------------||
| -LANDING                 | |

---Aircraft Information---

<table>
<thead>
<tr>
<th>Make/Model</th>
<th>Max Gross Wt</th>
<th>No. of Seats</th>
<th>Engine Type</th>
<th>ELT Installed/Activated</th>
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<tr>
<td>BELL H13G</td>
<td>1300</td>
<td>3</td>
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<td>YES-UNK/NR</td>
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<table>
<thead>
<tr>
<th>Eng Make/Model</th>
<th>Number Engine</th>
<th>Stall Warning System</th>
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<tbody>
<tr>
<td>FRANKLIN UNK</td>
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<table>
<thead>
<tr>
<th>Rated Power</th>
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<td>200 HP</td>
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---Environment/Operations Information---

<table>
<thead>
<tr>
<th>Weather Data</th>
<th>Itinerary</th>
<th>Airport Proximity</th>
<th>Airport Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wx Briefing</td>
<td>Last Departure Point</td>
<td>ON AIRPORT</td>
<td>RUNWAY IDENT - UNK/NR</td>
</tr>
<tr>
<td>Method</td>
<td>SAME AS ACC/INC</td>
<td>RUNWAY LENGTH/WIDTH - UNK/NR</td>
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<tr>
<td>Completeness</td>
<td>SAME AS ACC/INC</td>
<td>RUNWAY SURFACE - GRASS/TURF</td>
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<tr>
<td>Basic Weather</td>
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<td>RUNWAY STATUS - DRY</td>
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<tr>
<td>Wind Dir/Speed</td>
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<td>BROOKSIDE</td>
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<td>Visibility</td>
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<tr>
<td>Lowest Sky/Clouds</td>
<td>Type of Flight Plan - NONE</td>
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</tr>
<tr>
<td>Lowest Ceiling</td>
<td>Type of Clearance - NONE</td>
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<tr>
<td>Obstructions to Vision</td>
<td>Type Apch/Lndg - FULL STOP</td>
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<tr>
<td>Precipitation</td>
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<tr>
<td>Condition of Light</td>
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---Personnel Information---

<table>
<thead>
<tr>
<th>Pilot-In-Command</th>
<th>Age</th>
<th>Medical Certificate</th>
<th>Flight Time (Hours)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Certificate(s)/Rating(s)</td>
<td>53</td>
<td>VALID MEDICAL-WAIVERS/LIMIT</td>
<td>Last 24 Hrs - UNK/NR</td>
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<td>STUDENT</td>
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<td>Last 30 Days - UNK/NR</td>
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<table>
<thead>
<tr>
<th>Biennial Flight Review</th>
<th>Make/Model</th>
<th>Instrument</th>
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<tbody>
<tr>
<td>Current</td>
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<tr>
<td>Months Since</td>
<td>26</td>
<td>0</td>
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</table>

---Narrative---

THE HELICOPTER ROLLED OVER AFTER THE MAIN ROTOR BLADES CONTACTED THE TERRAIN DURING AN ATTEMPT TO LAND FROM A HOVER.

THE PLT HAD A STUDENT PLT AIRPLANE CERTIFICATE AT THE TIME OF THE ACCIDENT.
### Occurrence #1
**Phase of Operation**: IN FLIGHT COLLISION WITH TERRAIN

**Finding(s)**
1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

### Occurrence #2
**Phase of Operation**: NOSE OVER

**Probable Cause**: LANDING

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. - 2928 11/21/85 WASHINGTON TWP., IN A/C Reg. No. N2170X Time (Lcl) - 1340 EST

---Basic Information---
Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage
Type of Operation - PERSONAL Aircraft Damage
Flight Conducted Under - 14 CFR 91 Daytime
Accident Occurred During - DESCENTatal

---Aircraft Information---
Make/Model - PIPER PA-28-161 Eng Make/Model - LYCOMING O-320-D3G
Landing Gear - TRICYCLE-FIXED ELT Installed/Activated - YES/NO
Max Gross Wt - 2325 Engine Type - RECIPROCATING-CARBURETOR
No. of Seats - 4 Rated Power - 160 HP

---Environment/Operations Information---
Weather Data Itinerary
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point
Method - N/A FORT WAYNE, IN
Completeness - N/A Destination
Basic Weather - VMC
Wind Dir/Speed - 100/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT
Airport Proximity
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

---Personnel Information---
Pilot-In-Command Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s) Flight Time (Hours)
PRIVATE Current - YES Total - 170 Last 24 Hrs - UNK/NR
SE LAND Months Since - 6 Make/Model - 71 Last 30 Days- 17
Aircraft Type - 161 Instrument- 4 Last 90 Days- 63
Instrument Rating(s) - NONE

---Narrative---
THE PILOT AND PAX WERE RETURNING FROM A XCOUNTRY FLT. WHILE ON A LONG FINAL APPROACH THE ACFT WAS WITNESSED TO STALL AND FALL OFF ON THE LEFT WG. THE ACFT THEN DESCENDED INTO A WOODED AREA CAUSING LEFT WG SEPARATION AND THEN IMPACTED A CREEK BANK. AT THE TIME OF THE ACCIDENT THE CUMULATIVE FLT & GROUND TAXI TIME SINCE REFUELING WOULD HAVE BEEN ENOUGH TO ACCOUNT FOR FUEL EXHAUSTION, EVEN WITH GOOD FUEL MANAGEMENT DURING THE FLT.

PAGE 66
Occurrence #1
Phase of Operation
LOSS OF POWER(TOTAL) - NON-MECHANICAL - DESCENT

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2
Phase of Operation
LOSS OF CONTROL - IN FLIGHT - DESCENT - UNCONTROLLED

Finding(s)
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3
Phase of Operation
IN FLIGHT COLLISION WITH OBJECT - DESCENT - UNCONTROLLED

Finding(s)
6. OBJECT - TREE(S)

Occurrence #4
Phase of Operation
IN FLIGHT COLLISION WITH TERRAIN - DESCENT - UNCONTROLLED

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, 3, 4, 5

Factor(s) relating to this accident is/are finding(s) 2, 6, 7
Brief of Accident

File No. - 2820 4/15/85 BOUTTE, LA A/C Reg. No. N2252A Time (Lcl) - 0830 CST

---Basic Information---

Type Operating Certificate - NONE (GENERAL AVIATION) Aircraft Damage - DESTROYED

Type of Operation - OTHER WORK USE

Flight Conducted Under - 14 CFR 133

Accident Occurred During - DESCENT

Injuries

<table>
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<tr>
<th>Fatal</th>
<th>Serious</th>
<th>Minor</th>
<th>None</th>
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<tbody>
<tr>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
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</table>

---Aircraft Information---

Make/Model - BELL UH-1B

Landing Gear - SKID

Max Gross Wt - 8500

No. of Seats - 2

Eng Make/Model - LYCOMING T-53-L-11D

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 1100 HP

ELT Installed/Activated - YES/YES

Stall Warning System - NO

Max Gross Wt 8500

No. of Seats 2

----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 - 5.0 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

Airport Proximity - OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - WET

Obstructions to Vision - NONE

Type Apch/Lndg - FORCED LANDING

Ht/Ext - HIGH VEGETATION

----Personnel Information---

Pilot-In-Command

Age - 42

Medical Certificate - VALID MEDICAL - NO WAIVERS/LIMIT

Certificate(s)/Rating(s) - COMMERCIAL SE LAND, SE SEA HELICOPTER

Biennial Flight Review - YES

Current - 6/31/85

Months Since - 0

Air Craft Type - UNK/NR

Make/Model - 1200

Multi-Eng - UNK/NR

Instrument - UNK/NR

Rotorcraft - UNK/NR

---Narrative---

Brief of Accident (Continued)

File No. - 2820  4/15/85  BOUTTE, LA  A/C Reg. No. N2252A  Time (Lc1) - 0830 CST

Occurrence #1  LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation  HOVER
1. FUEL SYSTEM,FUEL CONTROL - INCORRECT
2. MAINTENANCE,ADJUSTMENT - IMPROPER - COMPANY MAINTENANCE PSNL
3. TURBOSHAFT ENGINE,GAS GENERATOR - DIRTY(FOGGY)
4. BLEED AIR SYSTEM,ACTUATOR - LOSS,PARTIAL
5. MAINTENANCE,INSPECTION OF AIRCRAFT - POOR - COMPANY MAINTENANCE PSNL
6. TURBOSHAFT ENGINE,FREE TURBINE GOVERNOR - INCORRECT
7. MAINTENANCE,ADJUSTMENT - IMPROPER - COMPANY MAINTENANCE PSNL

Occurrence #2  FORCED LANDING
Phase of Operation  DESCENT - EMERGENCY

Occurrence #3  IN FLIGHT COLLISION WITH OBJECT
Phase of Operation  DESCENT - EMERGENCY
Finding(s)
8. OBJECT - TREE(S)
9. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4  IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation  DESCENT - EMERGENCY
Finding(s)
10. TERRAIN CONDITION - HIGH VEGETATION
11. TERRAIN CONDITION - SOFT

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8,9
Factor(s) relating to this accident is/are finding(s) 10,11
**Brief of Accident**

<table>
<thead>
<tr>
<th>File No.</th>
<th>MATAGORDA ISLAND, LA</th>
<th>A/C Reg. No. N3594N</th>
<th>Time (LCL)</th>
<th>1730 CDT</th>
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### Basic Information

<table>
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<th>Type Operating Certificate</th>
<th>ON-DEMAND AIR TAXI</th>
<th>Aircraft Damage</th>
<th>Fatal</th>
<th>Serious</th>
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<tr>
<td>Type of Operation</td>
<td>POSITIONING</td>
<td>NONE</td>
<td>Fire</td>
<td>Crew</td>
<td>1</td>
<td>0</td>
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<tr>
<td>Flight Conducted Under</td>
<td>14 CFR 91</td>
<td>NONE</td>
<td>Crew</td>
<td>Pass</td>
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<td>0</td>
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<tr>
<td>Accident Occurred During</td>
<td>LANDING</td>
<td>NONE</td>
<td>Crew</td>
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### Aircraft Information

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<tr>
<th>Make/Model</th>
<th>AEROSPATIALE AS-350D</th>
<th>Eng Make/Model</th>
<th>LYCOMING LTS 101 600A</th>
<th>ELT Installed/Activated</th>
<th>NO</th>
<th>N/A</th>
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<tbody>
<tr>
<td>Landing Gear</td>
<td>SKID</td>
<td>Number Engines</td>
<td>1</td>
<td>Stall Warning System</td>
<td>NO</td>
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<tr>
<td>Max Gross Wt</td>
<td>4190</td>
<td>Engine Type</td>
<td>TURBOAFT</td>
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<tr>
<td>No. of Seats</td>
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<td>Rated Power</td>
<td>590 HP</td>
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### Environment/Operations Information

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<tr>
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<th>COMPANY</th>
<th>Itinerary</th>
<th>MATAGORDA ISLAND</th>
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<tbody>
<tr>
<td>Method</td>
<td>ACFT RADIO</td>
<td>Last Departure Point</td>
<td>MATAGORDA 623,GM</td>
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<tr>
<td>Completeness</td>
<td>WEATHER NOT PERTINENT</td>
<td>Destination</td>
<td>PORT OCONNER, TX</td>
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<tr>
<td>Basic Weather</td>
<td>VMC</td>
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<td>Wind Dir/Speed</td>
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<td>Visibility</td>
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<td>Lowest Sky/Clouds</td>
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<td>Lowest Ceiling</td>
<td>25000 FT OVERCAST</td>
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<td>Obstructions to Vision</td>
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<td>Precipitation</td>
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<tr>
<td>Condition of Light</td>
<td>DAYLIGHT</td>
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<tr>
<td>ACFT</td>
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<tr>
<td>TOUCHED DOWN HARD DURING</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>AN ATTEMPTED AUTOROTATION</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TO AN ABANDONED AIR BASE.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>INITIAL TOUCHDOWN OCCURRED</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ON THE STINGER AND THE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ACFT YAWED TO THE LEFT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OF RWY HEADING 30 TO 40</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>DEGREES. THE NEXT TOUCHDOWN WAS ON THE SKIDS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AND THE ACFT YAWED FURTHER TO THE LEFT TO APRX 45 DEGREES. FOLLOWING THIS, THE ACFT ROLLED OVER. NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION OF THE ACFT COULD BE FOUND.</td>
<td></td>
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### Personnel Information

<table>
<thead>
<tr>
<th>Pilot-In-Command</th>
<th>Age</th>
<th>29</th>
<th>Medical Certificate</th>
<th>VALID MEDICAL-NO WAIVERS/LIMIT</th>
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<tr>
<td>HELECOPTER</td>
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### Narrative

THE ACFT TOUCHED DOWN HARD DURING AN ATTEMPTED AUTOROTATION TO AN ABANDONED AIR BASE. INITIAL TOUCHDOWN OCCURRED ON THE STINGER AND THE ACFT YAWED TO THE LEFT OF RWY HEADING 30 TO 40 DEGREES. THE NEXT TOUCHDOWN WAS ON THE SKIDS AND THE ACFT YAWED FURTHER TO THE LEFT TO APRX 45 DEGREES. FOLLOWING THIS, THE ACFT ROLLED OVER. NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION OF THE ACFT COULD BE FOUND.
### Brief of Accident (Continued)

<table>
<thead>
<tr>
<th>Occurrence #</th>
<th>Phase of Operation</th>
<th>Finding(s)</th>
<th>Occurrence #</th>
<th>Phase of Operation</th>
<th>Finding(s)</th>
<th>Probable Cause</th>
</tr>
</thead>
</table>
| #1           | HARD LANDING       | 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND  
|              |                    | 2. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND  
|              |                    | 3. AUTOROTATION - PERFORMED - PILOT IN COMMAND  
|              |                    | 4. FLARE - REDUCED - PILOT IN COMMAND  
|              |                    | 5. MINIMUM DESCENT ALTITUDE - DISREGARDED - PILOT IN COMMAND | #2           | ROLL OVER       | 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND |

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

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

File No. - 2919  8/08/85  ST. JAMES, LA  A/C Reg. No. N1385W  Time (Lcl) - 1215 CDT

---Basic Information---

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<tr>
<th>Type Operating Certificate-EXTERNAL LOAD</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
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<td>OTHER WORK USE</td>
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<td>-14 CFR 133</td>
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<td>DESCENT</td>
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<td></td>
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<table>
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<tr>
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<th>Accident Occurred During</th>
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<tr>
<td>OTHER WORK USE</td>
<td>-14 CFR 133</td>
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<table>
<thead>
<tr>
<th>Crew</th>
<th>Pass</th>
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<tbody>
<tr>
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| Time (Lcl) | 1215 CDT |

---Aircraft Information---

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<th>Engine Make/Model</th>
<th>LYCOMING T53-11D</th>
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<tr>
<td>Eng Make/Model</td>
<td>BELL UH-1B</td>
<td>Engine Type</td>
<td>TURBOSHAFT</td>
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<td>Landing Gear</td>
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Max Gross Wt 8500
No. of Seats 2

---Environment/Operations Information---

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<td>Completeness</td>
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<td>Lowest Sky/Clouds</td>
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<td>Lowest Ceiling</td>
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<td>Obstructions to Vision</td>
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<td>Precipitation</td>
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<td>Condition of Light</td>
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<td>Runway Surface</td>
</tr>
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<td>Runway Status</td>
</tr>
<tr>
<td>Type Apch/Lndg</td>
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<tr>
<td>Type of Flight Plan</td>
</tr>
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<td>Type of Clearance</td>
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---Personnel Information---

<table>
<thead>
<tr>
<th>Certificate(s)/Rating(s)</th>
<th>Age</th>
<th>Medical Certificate</th>
<th>Flight Time (Hours)</th>
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<tbody>
<tr>
<td>COMMERCIAL</td>
<td>UNK/NR</td>
<td>VALID MEDICAL-NO WAIVERS/LIMIT</td>
<td>Flight Time (Hours)</td>
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<td>Total</td>
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<tr>
<th>Instrument Rating(s)</th>
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---Narrative---

ACFT WAS AT A 150' HOVER PREPARING TO PICK UP A LOG WHEN IT EXPERIENCED A POWER LOSS. WITNESSES STATED THAT THEY HEARD A LOUD "BANG" AND THE PILOT RADIOED "GET OUT OF THE WAY". ACFT AUTORDOTATED THRU 60' TO 80' TREES WITH VERY LOW ROTOR RPM AND IMPACTED WITH NO HORZ SPEED AND HIGH VERTICAL SPEED. INVESTIGATION REVEALED THAT ENG HAD EXPERIENCED SEVERE INTERNAL DAMAGE. FOUR COMPRESSOR BLADES FROM THE 4TH STAGE ROTOR WERE FOUND TO HAVE SUFFERED PROGRESSIVE FATIGUE FAILURE, WHICH IN TURN CAUSED THE REMAINDER OF THE BLADES ON THE 4TH AND 5TH STAGES TO SEPARATE LEADING TO AN ENG SURGE AND LOSS OF POWER. THE ACCIDENT OCCURRED IN A FLT REGIME FROM WHICH THE PLT COULD NOT AFFECT A RECOVERY FROM THE ENG FAILURE.
Occurrence #1  LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation  HOVER
Finding(s)
  1. COMPRESSOR ASSEMBLY, BLADE - FAILURE, TOTAL
  2. COMPRESSOR ASSEMBLY, BLADE - FATIGUE

Occurrence #2  FORCED LANDING
Phase of Operation  DESCENT - EMERGENCY

Occurrence #3  LOSS OF CONTROL - IN FLIGHT
Phase of Operation  DESCENT - EMERGENCY
  3. ROTOR RPM - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4  IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation  DESCENT - UNCONTROLLED
Finding(s)
  4. TERRAIN CONDITION - NONE SUITABLE
  5. TERRAIN CONDITION - HIGH VEGETATION

---Probable Cause---

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

Factor(s) relating to this accident is/are finding(s) 4,5
<table>
<thead>
<tr>
<th><strong>Basic Information</strong></th>
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<td><strong>Type of Operation</strong></td>
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<td><strong>Flight Conducted Under</strong></td>
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<tr>
<td><strong>Accident Occurred During</strong></td>
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<tr>
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<td><strong>Landing Gear</strong></td>
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<td><strong>Eng Make/Model</strong></td>
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<td><strong>Max Gross Wt</strong></td>
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<td><strong>Wx Briefing</strong></td>
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<td><strong>Method</strong></td>
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<tr>
<td><strong>Completeness</strong></td>
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<td><strong>Precipitation</strong></td>
<td>UNK/NR</td>
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<tr>
<td><strong>Condition of Light</strong></td>
<td>NIGHT (DARK)</td>
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<table>
<thead>
<tr>
<th><strong>Personnel Information</strong></th>
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<tbody>
<tr>
<td><strong>Pilot-In-Command</strong></td>
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</tr>
<tr>
<td><strong>Certificate(s)/Rating(s)</strong></td>
<td>PRIVATE SE LAND</td>
</tr>
<tr>
<td><strong>Age</strong></td>
<td>66</td>
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<td><strong>Biennial Flight Review</strong></td>
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<td><strong>Flight Time (Hours)</strong></td>
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<td><strong>Flights Since Last 30 Days</strong></td>
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<td><strong>Flights Since Last 90 Days</strong></td>
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<td><strong>Rotorcraft Rating(s)</strong></td>
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<table>
<thead>
<tr>
<th><strong>Narrative</strong></th>
<th></th>
</tr>
</thead>
</table>
Occurrence #1  IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation  DESCENT - NORMAL
Finding(s)
1. WEATHER CONDITION - THUNDERSTORM
2. IN FLIGHT WEATHER AVOIDANCE ASSISTANCE - NOT FOLLOWED - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
4. WEATHER CONDITION - RAIN
5. LIGHT CONDITION - DARK NIGHT

Occurrence #2  LOSS OF CONTROL - IN FLIGHT
Phase of Operation  DESCENT - NORMAL
Finding(s)
6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3  IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation  DESCENT - UNCONTROLLED
Finding(s)
8. PULL-UP - NOT PERFORMED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1, 2, 3, 4, 5, 6, 8

Factor(s) relating to this accident is/are finding(s) 7, 9
THE PLT REPORTED A LOSS OF BRAKE EFFECTIVENESS WHILE LANDING ON A DEW-COVERED SOD STRIP. UNABLE TO STOP, THE ACFT SLID THROUGH A FENCE, DAMAGING THE WINGS.
Brief of Accident (Continued)

File No. - 2815  10/21/85  AMITE, LA  A/C Reg. No. N47558  Time (Lcl) - 0830 CDT

Occurrence #1  OVERRUN  Phase of Operation  LANDING - ROLL

Finding(s)
1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2  ON GROUND COLLISION WITH OBJECT  Phase of Operation  LANDING - ROLL

Finding(s)
3. OBJECT - FENCE

---Probable Cause---

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

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

Type Operating Certificate: NONE (GENERAL AVIATION)
Aircraft Damage: DESTROYED

Type of Operation: PERSONAL
Flight Conducted Under: 14 CFR 91
Accident Occurred During: APPROACH

---Aircraft Information---

Make/Model: PIPER AZTEC
Landing Gear: TRICYCLE-RETRACTABLE
Max Gross Wt: 5200
No. of Seats: 6

---Environment/Operations Information---

Weather Data:
- Wx Briefing: NO RECORD OF BRIEFING
- Method: N/A
- Completeness: N/A
- Basic Weather: UNK/NR
- Wind Dir/Speed: UNK/NR
- Visibility: UNK/NR
- Lowest Sky/Clouds: UNK/NR
- Obstructions to Vision: UNK/NR
- Precipitation: UNK/NR
- Condition of Light: NIGHT (DARK)

---Personnel Information---

Pilot-In-Command:
- Age: 45
- Biennial Flight Review: Current - YES
- Medical Certificate: VALID MEDICAL

---Narrative---


PAGE 78
Occurrence: IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s):
1. LIGHT CONDITION - NIGHT
2. CLEARANCE - 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
National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2856  3/09/85  FRIENDSHIP, MD  A/C Reg. No. N1859J  Time (Lcl) - 1250 EST

-----Basic Information-----
Type Operating Certificate - NONE (GENERAL AVIATION)  Aircraft Damage - SUBSTANTIAL
Type of Operation - PERSONAL  Fatal  Serious  Minor  None
Flight Conducted Under - 14 CFR 91  Fire  Crew  0  1  0  0
Accident Occurred During - LANDING  NONE  Pass  0  1  1  0

-----Aircraft Information-----
Make/Model - PIPER PA-28-140  Eng Make/Model - LYCOMING O-320-E2A
Landing Gear - TRICYCLE-FIXED  Number Engines - 1
Max Gross Wt - 2150  Engine Type - RECIPROCATING-CARBURETOR
No. of Seats - 4  ELT Installed/Activated - YES/YES
Time (Lcl) - 1250 EST

-----Environment/Operations Information-----
Weather Data  Itinerary  Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING  Last Departure Point  WOODBRIDGE, VA  OFF AIRPORT/STRIP
Method - N/A  Destination  ATLANTIC CITY, NJ
Completeness - N/A  Airport Data  LEE AIRPORT
Basic Weather - VMC  Runway Ident - N/A
Wind Dir/Speed - 300/010 KTS  Runway Lth/Wid - N/A
Visibility - 20.0 SM  Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR  Runway Status - DRY
Lowest Ceiling - NONE  Type of Flight Plan - NONE
Obstructions to Vision - NONE  Type of Clearance - NONE
Precipitation - NONE  Type Apch/Lndg - FORCED LANDING
Condition of Light - DAYLIGHT

-----Personnel Information-----
Pilot-In-Command  Age - 46  Medical Certificate - VALID MEDICAL - NO WAIVERS/LIMIT
Certificate(s)/Rating(s)  Flight Time (Hours)
PRIVATE  Current  - YES  Total  - 818  Last 24 Hrs  - UNK/NR
SE LAND  Months Since 17  Make/Model  - PA-28
Aircraft Type - PA-28  Last 30 Days  - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----
The ACFT HAD DEPARTED WOODBRIDGE, VA, EN ROUTE ATLANTIC CITY, NJ, FOR THE AFTERNOON. AS THE ACFT APPROACHED THE CHESAPEAKE BAY IN A CLIMB THE ENG LOST PWR. THE PLT WAS UNABLE TO RESTART THE ENG AND WAS FORCED TO LAND ON PVT PROPERTY. DURING THE EMERGENCY LANDING THE ACFT COLLIDED WITH TREES BEFORE COMING TO REST ON TERRAIN THAT LED UP TO RESIDENCES. EXAMINATION OF THE ENG REVEALED THAT THE SCREW AND LOCKPLATE WERE missing FROM THE CRANKSHAFT DRIVE GEAR AND THAT THE STEPPED DOWEL ON THE END OF THE CRANKSHAFT WAS FOUND SHEARED. THE CRANKSHAFT GEAR FITS INTO AND DRIVES THE ENG OIL PUMP.
## Brief of Accident (Continued)

<table>
<thead>
<tr>
<th>Occurrence #1</th>
<th>Phase of Operation</th>
<th>Finding(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>1. ACCESSORY DRIVE ASSY, DRIVE GEAR - OVERLOAD</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. MAINTENANCE, INSTALLATION - NOT PERFORMED - OTHER MAINTENANCE PSNL</td>
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<table>
<thead>
<tr>
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<th>Phase of Operation</th>
<th>Finding(s)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>FORCED LANDING</td>
<td></td>
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<table>
<thead>
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<th>Phase of Operation</th>
<th>Finding(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>3. OBJECT - TREE(S)</td>
</tr>
</tbody>
</table>

---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

File No. - 2819 10/04/85 ANNAPOLIS, MD A/C Reg. No. N4691G Time (Lcl) - 1530 EDT

----Basic Information----
Type Operating Certificate - NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

----Aircraft Information----
Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

----Environment/Operations Information----
Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 160/005 KTS
Visibility - 2.500 SM
Lowest Sky/Clouds - 1900 FT SCATTERED
Type of Flight Plan - IFR
Type of Clearance - VFR
Obstructions to Vision - HAZE
Type Apch/Lndg - TRAFFIC PATTERN
Precipitation - NONE
Condition of Light - DAYLIGHT

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s) - PRIVATE
Age - 45
Biennial Flight Review - YES
Current - 261
Total - Last 24 Hrs - 3
Months Since - 12
Make/Model - 139
Last 30 Days - UNK/NR
Aircraft Type - C-172N
Instrument - 80
Last 90 Days - 13

Instrument Rating(s) - AIRPLANE

---Narrative---
<table>
<thead>
<tr>
<th>Occurrence #1</th>
<th>Phase of Operation</th>
<th>Finding(s)</th>
</tr>
</thead>
</table>
| OVERRUN       | LANDING - ROLL     | 1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND  
|               |                    | 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND |

<table>
<thead>
<tr>
<th>Occurrence #2</th>
<th>Phase of Operation</th>
<th>Finding(s)</th>
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<tbody>
<tr>
<td>ON GROUND COLLISION WITH OBJECT</td>
<td>LANDING - ROLL</td>
<td>3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)</td>
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<td>MAIN GEAR COLLAPSED</td>
<td>LANDING - ROLL</td>
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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

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

<table>
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<tr>
<th>Type Operating Certificate</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
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<th>Flight Conducted Under</th>
<th>Accident Occurred During</th>
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<td>-LANDING</td>
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<th>Fire</th>
<th>Crew</th>
<th>Pass</th>
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<td>0</td>
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<tr>
<th>Make/Model</th>
<th>Lime Make/Model</th>
<th>Engine Make/Model</th>
<th>Number Engines</th>
<th>ELT Installed/Activated</th>
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<tr>
<td>PIPER PA-28-140</td>
<td>LYCOMING O-320-E2A</td>
<td>Lycoming 0-320-E2A</td>
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| Number Engines | 1 |

| Rated Power | 150 HP |

### Aircraft Information

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<tr>
<td>Engine Type</td>
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<th>Landing Gear</th>
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<tr>
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<td>RECIPROCATING-CARBURETOR</td>
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### Environment/Operations Information

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<th>Weather Data</th>
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<td>Wx Briefing</td>
<td>NWS</td>
<td>UNK/NR</td>
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<tr>
<td>Method</td>
<td>UNK/NR</td>
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<tr>
<td>Completeness</td>
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<tr>
<td>Basic Weather</td>
<td>VMC</td>
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<tr>
<td>Wind Dir/Speed</td>
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<td>Obstructions to Vision</td>
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<td>Precipitation</td>
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<td>Condition of Light</td>
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### Personnel Information

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<thead>
<tr>
<th>Pilot-In-Command</th>
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<th>Certificate(s)/Rating(s)</th>
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<th>Flight Time (Hours)</th>
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<tr>
<td>STUDENT</td>
<td>Current 61</td>
<td>Last 24 Hrs 2</td>
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<td>Months 42</td>
<td>Last 30 Days 6</td>
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<tr>
<td></td>
<td>Aircraft 1</td>
<td>Last 90 Days 8</td>
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### Narrative

UPON RETURNING TO LEE ARPT, EDGEWATER, MD, FROM A X-COUNTRY FLT TO LANCASTER, PA, THE STUDENT PLT APPLIED FULL FLAPS DURING THE FINAL APCH FOR RWY 12. DURING THE LANDING FLARE, THE ACFT BALLOONED AND THE PLT APPLIED FULL PWR IN ORDER TO EXECUTE A GO-AROUND. ACCORDING TO THE PLT AFTER THE ACCIDENT, HE FAILED TO REDUCE PITCH IN TIME TO PREVENT A STALL, AND THE ACFT DROPPED TO THE RWY, CONTACTING THE MAIN GEAR FIRST. THE ACFT THEN SWERVED TO THE LEFT OF THE RWY INTO A FRESHLY PLOWED FLD AND FLIPPED OVER, COMING TO REST INVERTED.
Occurrence #1
Phase of Operation: LOSS OF CONTROL - IN FLIGHT
Finding(s):
1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2
Phase of Operation: LOSS OF CONTROL - ON GROUND
Finding(s):
4. TERRAIN CONDITION - SOFT
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3
Phase of Operation: NOSE OVER
Finding(s):

--- 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) 4.
AIRCRAFT COLLIDED WITH TREES WHEN THE AIRCRAFT STALLED DURING AN ATTEMPTED GO AROUND. THE STUDENT PILOT WAS ON HIS FIRST SOLO SUPERVISED FLIGHT. ON LANDING HE CAME IN LONG AND PRIOR TO THE WHEELS TOUCHING DOWN, POWER WAS ADDED. HOWEVER DURING THE CLimb, WITH THE AIRCRAFT IN A NOS HIGH ATTITUDE THE AIRCRAFT STALLED INTO TREES LEFT ON THE RUNWAY.
<table>
<thead>
<tr>
<th>Occurrence #1</th>
<th>LOS OF CONTROL - IN FLIGHT</th>
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</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>APPROACH - GO-AROUND (VFR)</td>
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<tr>
<td>Finding(s)</td>
<td>1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND</td>
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<tr>
<td></td>
<td>2. STALL - INITIATED - PILOT IN COMMAND</td>
</tr>
<tr>
<td></td>
<td>3. CLIMB - IMPROPER - PILOT IN COMMAND</td>
</tr>
<tr>
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<td>4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Occurrence #2</th>
<th>IN FLIGHT COLLISION WITH OBJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>APPROACH - GO-AROUND (VFR)</td>
</tr>
<tr>
<td>Finding(s)</td>
<td>5. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND</td>
</tr>
<tr>
<td></td>
<td>6. OBJECT - TREE(S)</td>
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<table>
<thead>
<tr>
<th>Occurrence #3</th>
<th>IN FLIGHT COLLISION WITH TERRAIN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>DESCENT - UNCONTROLLED</td>
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</table>

---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
WITNESSES REPORTED THE ACFT WAS IN AN INVERTED FLIGHT APRX 60 TO 70 FT AGL BEFORE IT ENTERED A SPLIT "S" MANEUVER AND DESCENDED TO GROUND IMPACT. THE PLT WAS PERFORMING AEROBATICS IN AN AIRSHOW WHEN THE ACCIDENT OCCURRED. THE PLT'S AEROBATIC WAIVER HAD EXPIRED ON 7/31/84.
<table>
<thead>
<tr>
<th>Occurrence</th>
<th>IN FLIGHT COLLISION WITH TERRAIN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>MANEUVERING</td>
</tr>
<tr>
<td>Finding(s)</td>
<td></td>
</tr>
<tr>
<td>1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND</td>
<td></td>
</tr>
<tr>
<td>2. AEROBATICS - IMPROPER - PILOT IN COMMAND</td>
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</tr>
<tr>
<td>3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND</td>
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</tr>
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</table>

---Probable Cause---

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


---Basic Information---
Type Operating Certificate - NONE (GENERAL AVIATION)  Aircraft Damage - SUBSTANTIAL
Type of Operation - PERSONAL  Injuries -
Flight Conducted Under - 14 CFR 91  Fatel - 0
Accident Occurred During - DESCENT  Serious - 1

---Aircraft Information---
Make/Model - SKYRANGER SILVER CLOUD  Minor - 0
Landing Gear - TRICYCLE-FIXED  None - 0
Max Gross Wt - 1000  Fire - NONE
No. of Seats - 2  Crew - 0

---Environment/Operations Information---
Weather Data -
Wx Briefing - NO RECORD OF BRIEFING  Engine Type - RECIPROCATING-CARBURETOR
Method - N/A  ELT Installed/Activated - NO - N/A
Completeness - N/A  Stall Warning System - NO
Basic Weather - VMC  Rated Power - 65 HP
Wind Dir/Speed - CALM  Engine Type - RECIPROCATING-CARBURETOR
Visibility - 15.0 SM  Engine Type - RECIPROCATING-CARBURETOR
Lowest Sky/Clouds - 2000 FT OVERCAST  Type of Flight Plan - NONE
Obstructions to Vision- NONE  Type of Clearance - NONE
Precipitation - NONE  Type Apch/Lndg - FORCED LANDING
Condition of Light - DAYLIGHT  Airport Data -
Runway Ident - N/A  Runway Lth/Wid - N/A
Runway Surface - N/A  Runway Status - N/A

---Personnel Information---
Pilot-in-Command -
Certificate(s)/Rating(s) -
Certificate(s)/Rating(s) -
Private -
SE LAND -

Age - 35  Medical Certificate - VALID MEDICAL - WAIVERS/LIMIT
Biennial Flight Review -
Current -
Make/Model -
Aircraft Type - UNK/NR

---Narrative---
THE ACFT CRASHED AFTER COLLIDING WITH WIRES DURING A FORCED LANDING AFTER A POWER LOSS DURING CLIMBOUT. THE PLT. BUILDER HAD RIGGED A TEMPORARY PLASTIC FUEL CONTAINER ON THE COCKPIT FLOOR BECAUSE THE MAIN WING TANKS HAD NOT BEEN INSTALLED. THIS FLOOR TANK WAS NOT HIGH ENOUGH TO GIVE GRAVITY FEED AND AS THE ACFT NOSED UP THE ENGINE WOULD TEND TO STOP OPERATING. AFTER A LOSS OF POWER THE PLT TURNED TO LAND BUT FAILED TO CLEAR A POWERLXNE ENROUTE AND CRASHED IN A STEEP NOSE DOWN ATTITUDE. THE PLASTIC FUEL CONTAINER RUPRTURED ON IMPACT AND DRENCHED THE PLT BUT THERE WAS NO FIRE. THE PLT WAS SUSPENDED UNCONSCIOUS UPSIDE DOWN IN HIS LAP BELT & SHOULDER HARNESS AND WAS RESCUED.
### Brief of Accident (Continued)

<table>
<thead>
<tr>
<th>Occurrence #1</th>
<th>Phase of Operation</th>
<th>Finding(s)</th>
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<tbody>
<tr>
<td>File No. - 2913</td>
<td>8/21/85 BELLAIRE, MI</td>
<td>LOSS OF POWER(PARTIAL) - NON-MECHANICAL</td>
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<td>TAKEOFF - INITIAL CLimb</td>
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<tr>
<td></td>
<td></td>
<td>1. FLUID,FUEL - STARVATION</td>
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<tr>
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<td>2. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND</td>
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<td>3. FUEL SYSTEM,TANK - IMPROPER</td>
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<td>FORCED LANDING</td>
<td>4. OBJECT - WIRE,TRANSMISSION</td>
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<td>IN FLIGHT COLLISION WITH OBJECT</td>
<td>4. OBJECT - WIRE,TRANSMISSION</td>
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<tr>
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<tbody>
<tr>
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<td>IN FLIGHT COLLISION WITH TERRAIN</td>
<td>4. OBJECT - WIRE,TRANSMISSION</td>
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</table>

---Probable Cause---

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

File No. - 2826  9/29/85  CALEDONIA, MI  A/C Reg. No. N5272M  Time (Lcl) - 0830 EDT

----Basic Information----
Type Operating Certificate - NONE (GENERAL AVIATION)  Aircraft Damage - SUBSTANTIAL
Type of Operation - PERSONAL  Fire - NONE
Flight Conducted Under - 14 CFR 91  Crew - 0
Accident Occurred During - DESCENT  Pass - 0

----Aircraft Information----
Make/Model - DOUGLAS MASELINK XTC  Eng Make/Model - KFM 107
Landing Gear - TRICYCLE-FIXED  Number Engines - 1
Max Gross Wt - 1500  Engine Type - RECIPROCATING-CARBURETOR
No. of Seats - 1  Rated Power - UNK/NR

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING  Itinerary - 10000 FT SCATTERED
Method - N/A  Type of Flight Plan - NONE
Completeness - N/A  Type of Clearance - TRAFFIC PATTERN
Basic Weather - VMC  Type Apch/lndg - TRAFFIC PATTERN
Wind Dir/Speed - 170/004 KTS  Precipitation - NONE
Visibility - 7.0 SM  Condition of Light - DAYLIGHT
Lowest Sky/Clouds - 10000 FT SCATTERED  Airport Proximity - OFF AIRPORT/STRIP
Lowest Ceiling - NONE  Runway Ident - N/A
Obstructions to Vision - NONE  Runway Lth/Wid - N/A
Precipitation - NONE  Runway Surface - N/A
Condition of Light - DAYLIGHT  Runway Status - N/A
Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s) - STUDENT
Age - 38  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Biennial Flight Review - N/A  Flight Time (Hours) - 56
Current - N/A  Last 24 Hrs - UNK/NR
Months Since - N/A  Last 30 Days - UNK/NR
Aircraft Type - N/A  Instrument Rating(s) - NONE
Make/Model - 38

----Narrative----
THE ACFT STRUCK POWER LINES WHILE ON APCH FOR LANDING. THE PLT STATED THAT HE DID NOT SEE THE POWER LINES; HOWEVER, WITNESSES REPORTED THEY WARNED THE PLT OF THE ELECTRICAL LINES PRIOR TO THE ACCIDENT.
Brief of Accident (Continued)

Occurrence #1
IN FLIGHT COLLISION WITH OBJECT
Phase of Operation
APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. OBJECT - WIRE, TRANSMISSION
2. AIRPORT FACILITIES, OBSTRUCTION MARKING - INADEQUATE
3. PLANNED APPROACH - POOR - PILOT IN COMMAND
4. UNSAFE/HAZARDOUS CONDITION WARNING - NOT FOLLOWED - 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) 3, 4

Factor(s) relating to this accident is/are finding(s) 2
National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2876 10/04/85 TRAVERSE CITY, MI A/C Reg. No. N47GL Time (Lc1) - 0837 EDT

-----Basic Information-----
Type Operating Certificate - NONE (GENERAL AVIATION) Aircraft Damage - SUBSTANTIAL
Type of Operation - PERSONAL Injuries - Fatal Crew 0
Accident Occurred During - DESCENT Serious 0 Minor 1 None 0

-----Aircraft Information-----
Make/Model - LEONE SOTHERAI II Number Engines - 1
Landing Gear - TAILWHEEL-ALL FIXED Engine Type - RECIPROCATING-CARBURETOR
Max Gross Wt - UNK/NR ELT Installed/Activated - NO - N/A
No. of Seats - 2 Stall Warning System - UNK/NR

-----Environment/Operations Information-----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING Itinerary
Method - N/A Last Departure Point - TRAVERSE CITY, MI
Completeness - N/A Destination - LOCAL
Basic Weather - VMC Airline Proximity - OFF AIRPORT/STRIP
Visibility - 7.0 SM Airport Data
Lowest Sky/Clouds - 6000 FT Runway Ident - N/A
Lowest Ceiling - 6000 FT BROKEN Runway Lth/Wid - N/A
Obstructions to Vision - NONE Runway Surface - N/A
Precipitation - NONE Runway Status - N/A
Condition of Light - DAYLIGHT Type Of Flight Plan - NONE
Type Of Clearance - NONE Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----
Certif icate(s)/Rating(s)
Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Pilot-In-Command
Biennial Flight Review
Current - YES Flight Time (Hours)
Total - 550 Last 24 Hrs - 2
Make/Model - 13 Last 30 Days - UNK/NR
Aircraft Type - UNK/NR Instrument - 51 Last 90 Days - 46
Multi-Eng - 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----
THE ACFT CONTACTED A TREE AND IMPACTED THE TERRAIN IN A NOSE DOWN ATTITUDE DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION.
Occurrence #1
Phase of Operation CRUISE
Finding(s)
1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2
Phase of Operation IN FLIGHT COLLISION WITH OBJECT
Finding(s)
3. OBJECT - TREE(S)

Occurrence #3
Phase of Operation LOSS OF CONTROL - IN FLIGHT
Finding(s)
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4
Phase of Operation IN FLIGHT COLLISION WITH TERRAIN
Finding(s)

----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) 3
Brief of Accident

File No. - 2878 6/24/85 CAMBRIDGE, MN A/C Reg. No. N2287D Time (Lcl) - 1635 CDT

---Basic Information---

Type Operating Certificate - PERSONAL (GENERAL AVIATION)

Aircraft Damage - DESTROYED

Injuries

<table>
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<tr>
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<th>Serious</th>
<th>Minor</th>
<th>None</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
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</table>

Type of Operation - 14 CFR 91

Flight Conducted Under - MANEUVERING

Accident Occurred During - NO RECORD OF BRIEFING

---Aircraft Information---

Make/Model - NEUMANN-EVERETT N2

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2200

Eng Make/Model - LYCOMING O-320-E3D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

ELT Installed/Activated - NO - N/A

Stall Warning System - NO

Max Gross Wt 2200

No. of Seats 1

---Environment/Operations Information---

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed - 130/013 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision - NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point - CAMBRIDGE, MN

Destination - CAMBRIDGE, MN

Airport Proximity - OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Status - GRASS/TURF

Runway Status - HIGH VEGETATION

---Personnel Information---

Pilot-In-Command

Certificate(s)/Rating(s)

Biennial Flight Review

Aircraft Type - BE-77

Instrument Rating(s) - NONE

Age - 50

Current - YES

Make/Model - 11

Aircraft Type - 11

Flights Since - 1

Months Since - 1

Make/Model - 11

Aircraft Type - 5

Instrument Rating(s) - 5

---Narrative---

THE NEWLY RATED PRT PLT WAS ON HIS 12TH FLT IN THE RECENTLY CERTIFICATED HOMEBUILT THAT HE HAD DESIGNED AND BUILT HIMSELF. WHILE PERFORMING AN UNKNOWN MANEUVER BOTH HORIZONTAL STABILIZERS AND BOTH WINGS SEPARATED FROM THE ACFT. THE ACFT WAS RESTRICTED FROM PERFORMING AEROBATICS HOWEVER, AN ACFT LOG THE PLT KEPT REFLECTED THAT HE HAD FLOWN THE ACFT IN A STEEP DIVE RECOVERING AT 140 MPH. THE ACFT WAS REDLINE AT 103 MOH. HE HAD ALSO LOGGED THAT HAMMER HEADS AND WING OVERS WERE PERFORMED BY HIMSELF IN THIS ACFT.
Occurrence #1
AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING
Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
5. HORIZONTAL STABILIZER ATTACHMENT - FAILURE, TOTAL
6. WING, WING ATTACHMENT FITTING - FAILURE, TOTAL

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.

Factor(s) relating to this accident is/are finding(s) 2, 4.
# Brief of Accident

**File No.** - 2842  
**0/25/85**  
**WORTHINGTON, MN**  
**A/C Reg. No.** - N8571W  
**Time (Lcl) - 1000 CDT**

### Basic Information

- **Type Operating Certificate**: NONE (GENERAL AVIATION)  
- **Aircraft Damage**: DESTROYED  
- **Injuries**: Fatal 1, Serious 0, Minor 0, None 0  
- **Type of Operation**: PERSONAL  
- **Flight Conducted Under**: 14 CFR 91  
- **Accident Occurred During**: DESCENT  

### Aircraft Information

- **Make/Model**: PIPER PA-28-235  
- **Landing Gear**: TRICYCLE-FIXED  
- **Max Gross Wt**: 2900  
- **Eng Make/Model**: LYCOMING 0-540-B2B5  
- **Number Engines**: 1  
- **ELT Installed/Activated**: YES/NO  
- **Stall Warning System**: YES  
- **Make/Model**: - RECIPROCATING-CARBURETOR  
- **Rating Power**: 235 HP  
- **No. of Seats**: 4  
- **Crew**: Pass 1  
- **Fire**: NONE  
- **Serious**: 0  
- **Minor**: 0  
- **None**: 0

### Environment/Operations Information

- **Wx Briefing**: NO RECORD OF BRIEFING  
- **Method**: N/A  
- **Completeness**: N/A  
- **Basic Weather**: IMC  
- **Wind Dir/Speed**: 030/008 KTS  
- **Visibility**: 15.0 SM  
- **Lowest Sky/Clouds**: 900 FT  
- **Obstructions to Vision**: NONE  
- **Precipitation**: DRIZZLE  
- **Condition of Light**: DAYLIGHT  
- **ATC/Airspace**: Type of Flight Plan - NONE  
- **Type of Clearance**: NONE  
- **Type Apch/Lndg**: NONE

### Personnel Information

- **Pilot-In-Command**:  
  - **Certificate(s)/Rating(s)**: PRIVATE SE LAND  
  - **Age**: 54  
  - **Biennial Flight Review**: YES  
  - **Current**: YES  
  - **Months Since**: 10  
  - **Make/Model**: 123  
  - **Aircraft Type**: PA-28  
  - **Instrument Rating(s)**: NONE

- **Medical Certificate**: VALID MEDICAL-WAIVERS/LIMIT  
  - **Total**: 687  
  - **Last 24 Hrs**: 0  
  - **Last 30 Days**: 0  
  - **Last 90 Days**: 0

### Narrative

The ACFT had progressed 16 miles on a 95 mile x-country FLT when it was witnessed in low FLT over a corn fld. The ACFT was about 200 ft AGL when it entered a descending right power on turn until ground impact. An autopsy report on the Plt disclosed, "ATHEROSCLEROTIC CORONARY VASCULAR DISEASE, MODERATE TO FOCALLY SEVERE" was present.  

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Brief of Accident (Continued)

File No. - 2842  8/25/85  WORTHINGTON, MN  A/C Reg. No. N8571W  Time (Lc1) - 1000 CDT

Occurrence #1  LOSS OF CONTROL - IN FLIGHT
Phase of Operation  MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. AIRCRAFT HANDLING - NOT MAINTAINED - PASSENGER
2. INCAPACITATION(OTHER CARDIOVASCULAR) - PILOT IN COMMAND

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

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1, 2.
National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2882  9/18/85  BECKER, MN  A/C Reg. No. N48405  Time (Lcl) - 0930 CDT

---Basic Information---

Type Operating Certificate - AGRICULTURAL AIRCRAFT

Type of Operation - AERIAL APPLICATION
Flight Conducted Under - 14 CFR 137
Accident Occurred During - DESCENT

---Aircraft Information---

Make/Model - GRUMMAN 1EE4A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W R1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR

ELT Installed/Activated - NO - N/A
Stall Warning System - YES

---Environment/Operations Information---

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Basic Weather - VMC
Wind Dir/Speed - 150/003 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - SCATTERED
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point - BECKER, MN
Destination - LOCAL

Airport Proximity - OFF AIRPORT/STRIP
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

---Personnel Information---

Pilot-In-Command
Certificate(s)/Rating(s) - COMMERCIAL SE LAND, ME LAND
Age - 26
Biennial Flight Review - YES
Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours) - 2588


---Narrative---

THE PLT REPORTED THE ENG PWR DROPPED FROM 2000 TO 1550 RPM DURING THE AERIAL APPLICATION FLT. THE PLT INCREASED THROTTLE AND ADVANCED THE PROP WITH NO INCREASE IN PWR. THE ACFT THEN SETTLED TO GROUND IMPACT AND NOSED OVER. POST ACCIDENT INSPECTION DISCLOSED ONE OF THE PROP BLADE COUNTER WEIGHTS HAD FAILED ALLOWING ONE PROP BLADE TO TRAVEL TO A HIGH PITCH (LOW RPM) SETTING WHILE THE OTHER REMAINED IN A LOW PITCH (HIGH RPM) SETTING.
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<th>Occurrence #1</th>
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<th>Finding(s)</th>
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<tbody>
<tr>
<td>AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION</td>
<td>MANEUVERING - AERIAL APPLICATION</td>
<td>PROPELLER SYSTEM/ACCESSORIES, COUNTERWEIGHT - FAILURE, TOTAL</td>
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<td>LOSS OF POWER(PARTIAL) - MECH FAILURE/MALFUNCTION</td>
<td>MANEUVERING - AERIAL APPLICATION</td>
<td>REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND</td>
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<td>IN FLIGHT COLLISION WITH TERRAIN</td>
<td>DESCENT - UNCONTROLLED</td>
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<td>DESCENT - UNCONTROLLED</td>
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The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1
Brief of Accident

File No. - 2934  12/08/85  ROCHESTER, MN  A/C Reg. No. N15TW  Time (Lcl) - 1339 CST

---Basic Information---

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<td>-INSTRUCTIONAL</td>
<td>Fire</td>
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<td>Flight Conducted Under</td>
<td>Crew</td>
<td>Serious</td>
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<td>-14 CFR 91</td>
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---Aircraft Information---

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<td>18300</td>
<td>TURBDFAN</td>
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---Environment/Operations Information---

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<td>Method</td>
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<td>Type of Flight Plan - IFR</td>
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<td>Obstructions to Vision</td>
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---Personnel Information---

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<th>Age</th>
<th>Medical Certificate</th>
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<td>UNK/NR</td>
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---Narrative---

THE AIRCRAFT HAD JUST SUCCESSFULLY COMPLETED A SERIES OF PRACTICE APPROACHES TO A FULL STOP. THE TRAINING FLIGHT WAS BEING CONDUCTED TO GIVE REFRESHER TRAINING TO THE PILOT WHO HAD NOT FLOWN A LEAR JET IN OVER A YEAR AND HAD NEVER FLOWN A LEAR MODEL 35. THE FLIGHT INSTRUCTOR REQUESTED A PRACTICE APPROACH WITH A MISSED APPROACH AND WAS CLEARED FOR THE OPTION. WITNESSES STATED THAT THE AIRCRAFT ROLLED RIGHT AND THEN ROLLED LEFT TO AN INVERTED POSITION, COLLIDING WITH THE GROUND SHORTLY THEREAFTER.
Brief of Accident (Continued)

File No. - 2934  12/08/85  ROCHESTER, MN  A/C Reg. No. N15TW  Time (Lcl) - 1339 CST

Occurrence #1  LOSS OF CONTROL - IN FLIGHT
Phase of Operation  APPROACH - GO-AROUND (VFR)

Finding(s)
1. DIRECTIONAL CONTROL - NOT CORRECTED - PILOT IN COMMAND (CFI)
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND (CFI)
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND (CFI)
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT

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

Factor(s) relating to this accident is/are finding(s) 2,4
#### Brief of Accident

**File No.** - 2816  12/05/85  COLUMBIA FALLS, MT  A/C Reg. No. N5637K  Time (Lcl) - 2130 MST

---

### Basic Information

- **Type of Operation**: BUSINESS
- **Flight Conducted Under**: 14 CFR 91
- **Accident Occurred During**: DESCENT

### Aircraft Information

- **Make/Model**: BEECH 35-B33
- **Landing Gear**: TRICYCLE-RETRACTABLE
- **Max Gross Wt**: 3150 lbs
- **No. of Seats**: 4
- **Eng Make/Model**: CONTINENTAL IO-470-K
- **Number Engines**: 1
- **Engine Type**: RECIP-FUEL INJECTED
- **Rated Power**: 225 HP
- **ELT Installed/Activated**: YES/NO
- **Stall Warning System**: YES

### Environment/Operations Information

- **Weather Data**
  - Wx Briefing: NWS
  - Method: IN PERSON
  - Completeness: FULL
  - Basic Weather: IMC
  - Wind Dir/Speed: CALM
  - Visibility: 0.125 SM
  - Lowest Sky/Clouds: PART OBS
  - Obstructions to Vision: 100 FT OBSCURED
  - Precipitation: SNOW
  - Condition of Light: NIGHT (DARK)

- **Itinerary**
  - Last Departure Point: SAME AS ACC/INC
  - Destination: OGDEN, UT
  - Type of Flight Plan: VFR
  - Type of Clearance: NONE
  - Type Apch/Lndg: NONE

- **Airport Data**
  - Airport Proximity: OFF AIRPORT/STRIP
  - Airport Data: GLACIER PARK INTL
  - Runway Idnt: 01
  - Runway Lth/Wid: 8000/150
  - Runway Surface: ASPHALT
  - Runway Status: SNOW - COMPACTED

### Personnel Information

- **Pilot-In-Command**
  - Certificate(s)/Rating(s): PRIVATE, SE LAND
  - Age: 33
  - Biennial Flight Review: YES
  - Medical Certificate: VALID MEDICAL-WAIVERS/LIMIT
  - Flight Time (Hours)
    - Total: 465
    - Last 24 Hrs: UNK/NR
    - Last 30 Days: 450
    - Last 90 Days: 120

- **Narrative**

  THE ACFT CONTACTED SNOW COVERED TERRAIN IN AN UNCONTROLLED DESCENT APRX 3 MINUTES AFTER TAKEOFF. THE PLT OBTAINED A WX BRIEFING FROM KALISPELL, MT, NWS AND UPDATED BRIEFINGS FROM MISSOULA AND GREAT FALLS, MT, FSS, FOR PROPOSED NIGHT VFR FLT TO OGDEN, UT. VFR FLT WAS NOT RECOMMENDED. KALISPELL WX WAS SKY PARTIALLY OBSCURED, MEASURED CEILING 100 FT OVERCAST, VISIBILITY 2 MILES WITH FOG. THE PLT ASKED FOR A SPECIAL VFR CLEARANCE TO OGDEN. THE CONTROLLER ASKED IF HE WANTED "FLIGHT FOLLOWING ALL THE WAY." THE PLT ANSWERED AFFIRMATIVELY. THE PLT WAS NEVER GIVEN A SPECIAL VFR CLEARANCE. RADAR SHOWS THE ACFT TAKING OFF AT ABOUT 2128 MST. LAST CONTACT WAS AT 2130 MST. THE PLT WAS NOT INSTRUMENT RATED.
Brief of Accident (Continued)

File No. - 2816  12/05/85  COLUMBIA FALLS, MT  A/C Reg. No. N5637K  Time (Lcl) - 2130 MST

Occurrence #1  IN FLIGHT ENCOUNTER WITH WEATHER  Phase of Operation - TAKEOFF - INITIAL CLimb

Finding(s)
1. WEATHER CONDITION - FOG
2. PREFLIGHT PLANNING/PREPARATION - PERFORMED - PILOT IN COMMAND
3. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
6. WEATHER CONDITION - OBSCURATION
7. JUDGEMENT - POOR - PILOT IN COMMAND
8. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND
9. LIGHT CONDITION - DARK NIGHT
10. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
11. IMPROPER DECISION, FATIGUE (GROUND SCHEDULE) - PILOT IN COMMAND

Occurrence #2  LOSS OF CONTROL - IN FLIGHT  Phase of Operation - CLimb

Occurrence #3  IN FLIGHT COLLISION WITH TERRAIN  Phase of Operation - DESCENT - UNCONTROLLED

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2, 5, 7, 10

Factor(s) relating to this accident is/are finding(s) 1, 3, 4, 6, 8, 9, 11, 12, 13

PAGE 105
Brief of Accident

File No. - 2805   12/05/85   BILLINGS, MT   A/C Reg. No. N13717   Time (Lcl) - 1946 MST

---Basic Information---
Type Operating Certificate - NONE (GENERAL AVIATION)  Aircraft Damage - SUBSTANTIAL
Type of Operation - BUSINESS  Fatal  0
Flight Conducted Under - 14 CFR 91  Crew  0
Accident Occurred During - LANDING  Serious  0

---Aircraft Information---
Make/Model - CESSNA 177B  Minor  0
Landing Gear - TRICYCLE-FIXED  None  1
Max Gross Wt - 2500  Eng Make/Model - LYCOMING O-360-A1F6W
No. of Seats - 4  Number Engines - 1  ELT Installed/Activated - YES/YES

---Environment/Operations Information---
Weather Data  Stall Warning System - YES
Wx Briefing - FSS  Basic Weather - VMC
Method - ACFT RADIO  Wind Dir/Speed - 225/018 KTS
Completeness - WEATHER NOT PERTINENT  Visibility - 39.0 SM
Basic Weather - VMC  Rated Power - 180 HP
Visibility - 39.0 SM  Engine Type - RECIPROCATING-CARBURETOR

---Personnel Information---
Pilot-in-Command  Instrument Rating(s) - NONE
Certificate(s)/Rating(s)  Age - 38
PRIVATE  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
SE LAND  Flight Time (Hours)

---Narrative---
THE ACFT WAS DAMAGED DURING A FORCED LANDING IN A FLD FOLLOWING A LOSS OF PWR FROM FUEL EXHAUSTION. THE PLT STATED THAT DURING THE PREFLIGHT HE CHECKED THE FUEL LEVEL BY THE GAGES AND NOT VISUALLY. THE GAGES INDICATED SLIGHTLY OVER ONE-HALF FULL AT THAT TIME.
Brief of Accident (Continued)

File No. - 2805  12/05/85  BILLINGS, MT

Occurrence #1
Phase of Operation  CRUISE - NORMAL
Finding(s)
1. FUEL SYSTEM - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2
Phase of Operation  FORCED LANDING

Occurrence #3
Phase of Operation  ON GROUND COLLISION WITH TERRAIN

Finding(s)
4. TERRAIN CONDITION - ROUGH/UNEVEN

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

File No. - 2825  12/06/85  BOZEMAN, MT  A/C Reg. No. N4101D  Time (LcL) - 1434 MST

---Basic Information---
Type Operating Certificate - NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

---Aircraft Information---
Make/Model - HELIO H-391B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
Eng Make/Model - LYCOMING G0-435
Number Engines - 1
ELT Installed/Activated - YES/YES
Stall Warning System - NO
Max Gross Wt - 2900

---Environment/Operations Information---
Weather Data
- Wx Briefing - NO RECORD OF BRIEFING
- Method - N/A
- Completeness - N/A
- Basic Weather - VMC
- Wind Dir/Speed - 132/003 KTS
- Visibility - 34.5 SM
- Lowest Sky/Clouds - 12000 FT SCATTERED
- Obstructions to Vision - NONE
- Condition of Light - DAYLIGHT
- ATC/Airspace - OFF AIRPORT/STRIP
- Type of Flight Plan - NONE
- Type of Clearance - VFR
- Runway Status - SNOW - DRY
- Runway Surface - DIRT
- Runway Lth/Wid - N/A
- Runway Ident - N/A
- Last Departure Point - BOZEMAN, MT
- Destination - PORTLAND, OR
- Airport Data

---Personnel Information---
Pilot-In-Command
- Certificate(s)/Rating(s) - PRIVATE, SE LAND, SE SEA
- Age - 48
- Biennial Flight Review - UNK/NR
- Current Months - UNK/NR
- Last 24 Hrs - UNK/NR
- Total Flight Time (Hours) - 3200
- Last 24 Hrs - UNK/NR
- Last 30 Days - UNK/NR
- Aircraft Type - UNK/NR
- Make/Model - 42
- Instrument Rating(s) - NONE

---Narrative---

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Occurrence #1  LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation  CRUISE
Finding(s)
1. ELECTRICAL SYSTEM, ELECTRIC WIRING - BURNED
2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
3. ELECTRICAL SYSTEM, ELECTRIC WIRING - SHORTED
4. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL

Occurrence #2  FORCED LANDING
Phase of Operation  DESCENT - EMERGENCY

Occurrence #3  IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation  LANDING
Finding(s)
5. TERRAIN CONDITION - SNOW COVERED

---Probable Cause---

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

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


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<th>Basic Information</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
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<th>Personnel Information</th>
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**Narrative:**

The solo student pilot was attempting to land during a local flight when he lost control of the aircraft during the landing roll. The pilot stated that the aircraft veered to one side of the ice-covered runway where it contacted 6 to 8 inches of snow. The aircraft continued traveling for approximately 60 feet before it nosed over.

**PAGE 110**
Brief of Accident (Continued)

File No. - 2807  12/09/85  MISSOULA, MT  A/C Reg. No. N64069  Time (Lc1) - 1125 MST

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

Finding(s)
1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - Icy
2. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2  ON GROUND COLLISION WITH TERRAIN
Phase of Operation  LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SNOW BANK

Occurrence #3  NOSE OVER
Phase of Operation  LANDING - ROLL

---Probable Cause---

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

Factor(s) relating to this accident is/are finding(s) 1.
WHILE LANDING AT NIGHT, THE ACFT ENCOUNTERED UNFAVORABLE WINDS & WENT OFF THE LEFT SIDE OF THE RWY. AFTER DEPARTING THE RWY, IT HIT A DRAINAGE DITCH & THE NOSE GEAR COLLAPSED. ABOUT 50 MI NORTHWEST AT THE RALEIGH/DURHAM ARPT, THE WIND WAS VARIABLE FROM 290 TO 320 DEG AT 10 KTS, GUSTING 20 TO 25 KTS. (BRIEF DEVELOPED FROM PRELIM RPRT, FAA RPRT LOST IN MAILING)
| Occurrence #1 | LOSS OF CONTROL - ON GROUND |
| Phase of Operation | LANDING - ROLL |
| Finding(s) | 1. LIGHT CONDITION - DARK NIGHT |
| 2. WEATHER CONDITION - UNFAVORABLE WIND |
| 3. WEATHER CONDITION - GUSTS |
| 4. WEATHER CONDITION - CROSSWIND |
| 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND |
| 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND |
| 7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND |

| Occurrence #2 | ON GROUND COLLISION WITH TERRAIN |
| Phase of Operation | LANDING - ROLL |
| Finding(s) | 8. TERRAIN CONDITION - DITCH |

| Occurrence #3 | NOSE GEAR COLLAPSED |
| Phase of Operation | LANDING |
| Finding(s) | 9. 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) 5

Factor(s) relating to this accident is/are finding(s) 1, 2, 3, 4, 8
Brief of Accident

File No. - 2809  11/30/B5  BEULAH, ND  A/C Reg. No. N8143K  Time (Lcl) - 1645 MST

---Basic Information---

Type Operating Certificate - NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage

Fire - SUBSTANTIAL
Crew - NONE
Pass - 0
Fatal - 0
Serious - 0
Minor - 0
None - 1

---Aircraft Information---

Make/Model - STINSON 108-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100 Lb
No. of Seats - 4

Eng Make/Model - LYCOMING O-435A-1
Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

---Environment/Operations Information---

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC
Wind Dir/Speed - 359/007 KTS
Visibility - 5.8 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 10000 FT OVERCAST
Obstructions to Vision - NONE
Precipitation - SNOW
Condition of Light - DUSK

Itinerary

Last Departure Point - BISMARK, ND
Destination - SAME AS ACC/INC

Airport Data

Runway Ident - 28
Runway Lth/Wid - 3500/50
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

---Personnel Information---

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP
SE LAND, ME LAND

Age - 32
Biennial Flight Review - YES
Total Flight Time (Hours) - 3809

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

---Narrative---

DURING A LANDING AT DUSK ON A SNOW COVERED RWY, THE ACFT ENCOUNTERED DEEP SNOW AND NOSED OVER ONTO ITS BACK. THE PLT STATED THAT AFTER TOUCHDOWN, HE REALIZED THAT THERE WAS APRX ONE FT OF SNOW ON THE RWY AND WAS UNABLE TO MAKE A GO-AROUND.
Occurrence #1  IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation  LANDING - FLARE/TOUCHDOWN
Finding(s)  
1. TERRAIN CONDITION - SNOW COVERED  
2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND  
3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND  
4. LIGHT CONDITION - DUSK

Occurrence #2  NOSE OVER  
Phase of Operation  LANDING - ROLL

---Probable Cause---

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

Factor(s) relating to this accident is/are finding(s) 4
THE ACFT, WHILE IN CRUISE FLT EN ROUTE TO LYNDONVILLE, VT, ENCOUNTERED A SEVERED DOWNDRAFT AND THE PLT WAS UNABLE TO PENETRATE OR CLIMB OUT OF THE DESCENT. THE ACFT CONTINUED TO DESCEND UNTIL IMPACT WITH A MOUNTAIN OCCURRED. THE ACFT CONTACTED THE TERRAIN AT CLIMB POWER AND ATTITUDE.
Brief of Accident (Continued)

File No. - 2838  12/03/85  MT. LAFAYETTE, NH  A/C Reg. No. N5281U  Time (Lcl) - 0835 EST

 Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation  CRUISE - NORMAL
Finding(s)
1. WEATHER CONDITION - DOWNDRAFT
2. PLANNING-DECISION - POOR - PILOT IN COMMAND

 Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation  DESCENT - UNCONTROLLED
Finding(s)
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

---Probable Cause---

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

Factor(s) relating to this accident is/are finding(s) 1
National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2873  2/01/85  CEDARVILLE,NJ  A/C Reg. No. N72BS  Time (Lc1) - 2147 EST

--Basic Information---
Type Operating Certificate - NONE (GENERAL AVIATION)  Aircraft Damage - DESTROYED
Type of Operation - POSITIONING  Injuries - 
Fire  Crew 2  Fatal
Crew  ON GROUND  Serious 0  Minor 0
Pass  None  None 0

--Aircraft Information---
Make/Model - BEECHCRAFT A100  Eng Make/Model - PW PT6A-28
Landing Gear - TRICYCLE-RETRACTABLE  Number Engines - 2
Max Gross Wt - 11500  Engine Type - TURBOPROP
No. of Seats - 11  Rated Power - 680 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

--Environment/Operations Information---
Weather Data
Wx Briefing - FSS  Itinerary
Method - IN PERSON  Last Departure Point  RIDGELAND,SC
Completeness - FULL  Destination  SAME AS ACC/INC
Basic Weather - IMC  Airport Proximity  OFF AIRPORT/STRIP
Wind Dir/Speed- 360/005 KTS  Airport Data  MILVILLE MUNICIPAL
Visibility - 1,000 SM  Runway Ident - 10
ATC/Airspace - UNK/NR  Runway Lth/Wid - 5000/150
Lowest Sky/Clouds - UNK/NR  Runway Surface - CONCRETE
Lowest Ceiling - 400 FT OVERCAST  Runway Status - WET
Obstructions to Vision - FOG  Type of Flight Plan - IFR
Precipitation - RAIN  Type of Clearance - IFR
Condition of Light - NIGHT(DARK)  Type Apch/Lndg - ILS-LOCALIZER

--Personnel Information---
Pilot-In-Command
Certificate(s)/Rating(s)  Age - 59  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
ATP,CFI,SE LAND,ME LAND,SE SEA  Biennial Flight Review  Flight Time (Hours)
Current - YES  Total - 17300  Last 24 Hrs - 6
Months Since - 5  Make/Model - 4000  Last 30 Days- UNK/NR
Aircraft Type - A100  Instrument - 1465  Last 90 Days- 38
Multi-Eng - 12300

--Narrative---
The two ATP rated plts were en route back to their home base arpt flying on an IFR flt plan in actual instrument
wx conditions. Communications with ATC controllers was normal during a night localizer apch into MILVILLE MUNICIPAL
ARPT. An ATC specialist observed the acft passing through the localizer track and issued a vector for re-interception.
The acft was subsequently observed tracking inbound on course. The plt reported crossing the om. This was the last
transmission heard from the plt and was routine. The acft crashed into a wooded area just beyond the om and was
destroyed in a post impact fire. Post accident examination of the wreckage revealed evidence to indicate the left eng
was producing less pwr than the right eng at impact.

PAGE 118
Brief of Accident (Continued)

File No. - 2873  2/01/85  CEDARVILLE, NJ  A/C Reg. No. N72BS  Time (Lcl) - 2147 EST

Occurrence #1  LOSS OF POWER
Phase of Operation  APPROACH
Finding(s)
1. ENGINE ASSEMBLY - FAILURE, PARTIAL
2. ENGINE ASSEMBLY - UNDETERMINED

---Probable Cause---

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

Factor(s) relating to this accident is/are finding(s) 3, 4, 5, 6
National Transportation Safety Board  
Washington, D.C. 20594  

Brief of Accident  

File No. - 2917  
5/28/85  
PRINCETON, NJ  
A/C Reg. No. N5807F  
Time (Lcl) - 2130 EDT  

---Basic Information---  

<table>
<thead>
<tr>
<th>Type Operating Certificate</th>
<th>NONE (GENERAL AVIATION)</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>DESTROYED</td>
<td>Fatal</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Serious</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Minor</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>None</td>
</tr>
</tbody>
</table>

| Type of Operation          | -PERSONAL              |                |         |
| Flight Conducted Under     | -14 CFR 91             |                |         |
| Accident Occurred During   | -DESCENT               |                |         |

---Aircraft Information---  

| Make/Model | CESSNA 210F | Eng Make/Model | CONTINENTAL IO 520 A |
| Landing Gear | TRICYCLE-RETRACTABLE | Number Engines | 1 |
| Max Gross Wt | 3300 | Engine Type | RECIPROCATING-CARBURETOR |

- ELT Installed/Activated - YES/YES  
- Stall Warning System - YES  

---Environment/Operations Information---  

<table>
<thead>
<tr>
<th>Weather Data</th>
<th>Itinerary</th>
<th>Airport Proximity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wx Briefing</td>
<td>Last Departure Point</td>
<td>OFF AIRPORT/STRIP</td>
</tr>
<tr>
<td>Method</td>
<td>NO. MYRTLE BCH, SC</td>
<td></td>
</tr>
<tr>
<td>Completeness</td>
<td>FULL</td>
<td></td>
</tr>
<tr>
<td>Basic Weather</td>
<td>VMC</td>
<td></td>
</tr>
<tr>
<td>Wind Dir/Speed</td>
<td>030/018 KTS</td>
<td></td>
</tr>
<tr>
<td>Visibility</td>
<td>15.0 SM</td>
<td></td>
</tr>
<tr>
<td>Lowest Sky/Clouds</td>
<td>600 FT BROKEN</td>
<td></td>
</tr>
<tr>
<td>Obstructions to Vision</td>
<td>UNK/NR</td>
<td></td>
</tr>
<tr>
<td>Precipitation</td>
<td>RAIN SHOWERS</td>
<td></td>
</tr>
<tr>
<td>Condition of Light</td>
<td>NIGHT(DARK)</td>
<td></td>
</tr>
<tr>
<td>AC/Space</td>
<td>Type of Flight Plan - IFR</td>
<td></td>
</tr>
<tr>
<td>Type of Clearance</td>
<td>SPECIAL VFR</td>
<td></td>
</tr>
<tr>
<td>Type Apch/Lndg</td>
<td>NONE</td>
<td></td>
</tr>
</tbody>
</table>

---Personnel Information---  

<table>
<thead>
<tr>
<th>Pilot-In-Command</th>
<th>Age</th>
<th>Biennial Flight Review</th>
<th>Flight Time (Hours)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Certificate(s)/Rating(s)</td>
<td>Age</td>
<td>Current</td>
<td>Total</td>
</tr>
<tr>
<td>----------------------</td>
<td>-----</td>
<td>---------</td>
<td>-------</td>
</tr>
<tr>
<td>COMMERCIAL, CFI</td>
<td>50</td>
<td>YES</td>
<td>1033</td>
</tr>
<tr>
<td>SE LAND, ME LAND</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HELICOPTER</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Instrument Rating(s)</td>
<td>6</td>
<td>Make/Model</td>
<td>527</td>
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<tr>
<td>Aircraft Type</td>
<td>35</td>
<td>UNK/NR</td>
<td>167</td>
</tr>
<tr>
<td>Multi-Eng</td>
<td>42</td>
<td>(AIRPLANE)</td>
<td>13</td>
</tr>
</tbody>
</table>

---Narrative---  

THE ACFT COLLIDED WITH TREES & CRASHED AFTER OVERFLYING MERCER CTY ARPT ON A SPECIAL VFR CLEARANCE. THE ACFT HAD DESCENDED TO 900 FT TO OVERFLY MERCER AND WAS ATTEMPTING TO PROCEED VFR TO PRINCETON ARPT TO LAND WHEN IT CONTACTED TREES AND CRASHED. THE WX WAS IMC AT THE ACCIDENT SITE AND AT MERCER CTY ARPT AT THE TIME OF THE ACCIDENT. THE PLT WAS IN RADIO & VISUAL CONTACT WITH THE MERCER CTY ARPT AFTER AN ILS APPROACH AND WAS CLEARED FOR A FULL STOP LANDING BUT ASKED TO OVERFLY AND PROCEED TO PRINCETON. HE WAS ADVISED THAT THE FIELDS WAS IFR AND HE WOULD HAVE TO LAND AS THE TOWER COULD NOT APPROVE THE FLT PLAN. THE PLT THEN ASKED FOR A SPECIAL VFR DEPARTURE OUT OF THE CONTROL ZONE WHICH HE RECEIVED AT 2114 EDT. THE PLT REPORTED CLEAR OF THE ZONE AT 2116 EDT. THE CRASH OCCURRED AT 2130 EDT.
<table>
<thead>
<tr>
<th>Occurrence #1</th>
<th>IN FLIGHT ENCOUNTER WITH WEATHER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>CRUISE - NORMAL</td>
</tr>
<tr>
<td>Finding(s)</td>
<td>1. WEATHER CONDITION - LOW CEILING</td>
</tr>
<tr>
<td></td>
<td>2. WEATHER CONDITION - CLOUDS</td>
</tr>
<tr>
<td></td>
<td>3. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Occurrence #2</th>
<th>IN FLIGHT COLLISION WITH OBJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>MANEUVERING</td>
</tr>
<tr>
<td>Finding(s)</td>
<td>4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND</td>
</tr>
<tr>
<td></td>
<td>5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND</td>
</tr>
<tr>
<td></td>
<td>6. OBJECT - TREE(S)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Occurrence #3</th>
<th>IN FLIGHT COLLISION WITH TERRAIN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>DESCENT - UNCONTROLLED</td>
</tr>
</tbody>
</table>

---Probable Cause---

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

Factor(s) relating to this accident is/are finding(s) 1, 2
**Brief of Accident**

**File No.** - 2922  
**7/04/85** - CAPE MAY, NJ  
**A/C Reg. No.** - N1880G  
**Time (Lcl)** - 1229 EDT

--- **Basic Information** ---

**Type Operating Certificate** - NONE (GENERAL AVIATION)  
**Aircraft Damage** - NONE  
**Injuries** - None  

<table>
<thead>
<tr>
<th>Type of Operation</th>
<th>Aircraft Damage</th>
<th>Fatal</th>
<th>Serious</th>
<th>Minor</th>
<th>None</th>
</tr>
</thead>
<tbody>
<tr>
<td>BANNER TOW</td>
<td>Fire</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

**Flight Conducted Under** - 14 CFR 91

**Accident Occurred During** - MANEUVERING

--- **Aircraft Information** ---

**Make/Model** - BELLANCA 7GCBC  
**Eng Make/Model** - LYCOMING O-320  
**ELT Installed/Activated** - UNK/NR  

**Landing Gear** - TAILWHEEL-ALL FIXED  
**Number Engines** - 1  
**Stall Warning System** - UNK/NR  

**Max Gross Wt** - 2400  
**No. of Seats** - 3  
**Rated Power** - 150 HP

--- **Environment/Operations Information** ---

**Wx Briefing** - NO RECORD OF BRIEFING  
**Method** - N/A  
**Completeness** - N/A

**Wind Dir/Speed** - 290/005 KTS  
**Visibility** - 5.0 SM  
**Lowest Sky/Clouds** - CLEAR  
**Lowest Ceiling** - NONE  
**Obstructions to Vision** - HAZE  
**Precipitation** - NONE  
**Condition of Light** - DAYLIGHT

**Itinerary** -  
**Last Departure Point** - ATLANTIC CITY, NJ  
**Destination** - CAPE MAY CO., NJ  
**Type Of Flight Plan** - NONE  
**Type of Clearance** - NONE  
**Type Apch/Lndg** - NONE

**Airport Proximity** - ON AIRPORT  
**Airport Data** - CAPE MAY COUNTY AIRPORT  
**Runway Ident** - UNK/NR  
**Runway Lth/Wid** - UNK/NR  
**Runway Surface** - ASPHALT  
**Runway Status** - UNK/NR

--- **Personnel Information** ---

**Pilot-In-Command** -  
**Certificate(s)/Rating(s)** - COMMERCIAL  
**SE LAND, ME LAND**  
**Biennial Flight Review** - TOTAL - 1000  
**Medical Certificate** - VALID MEDICAL-WAIVERS/LIMIT  
**Flight Time** (Hours) - LAST 24 HRS - UNK/NR  
**Last 30 Days** - UNK/NR  
**Aircraft Type** - UNK/NR  
**Instrument** - UNK/NR  
**Multi-Eng** - UNK/NR  
**Rotorcraft** - UNK/NR

--- **Narrative** ---

THE TOW PLANE CAME IN FOR A BANNER PICKUP. THE GROUND HANDLER HOLDING THE TAIL OF THE DOUBLE BANNER HAD HIS LEFT FOOT CAUGHT BY THE BANNER AS IT WENT AIRBORNE. THE GROUND HANDLER WAS CARRIED 50 TO 100 FT IN THE AIR PRIOR TO FALLING TO THE GROUND. THE GROUND HANDLER WAS FATALY INJURED. THE AIRCRAFT WAS NOT DAMAGED AND PILOT WAS NOT INJURED. THE OPERATOR STATED THAT THE GROUND HANDLER WHO HAD BEEN EMPLOYED TWO WEEKS HAD RECEIVED TRAINING ON PROPER PROCEDURES. NO TRAINING IS REQUIRED BY THE 14 CFR 91.
File No. - 2922  7/04/85 CAPE MAY, NJ  A/C Reg. No. N1880G  Time (Lcl) - 1229 EDT

<table>
<thead>
<tr>
<th>Occurrence</th>
<th>MISCELLANEOUS/OTHER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>MANEUVERING</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Finding(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. TOWING/ADVERTISING EQUIPMENT - OTHER</td>
</tr>
<tr>
<td>2. PROPER ASSISTANCE - MISJUDGED - GROUND PERSONNEL</td>
</tr>
<tr>
<td>3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - GROUND PERSONNEL</td>
</tr>
<tr>
<td>4. INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT</td>
</tr>
<tr>
<td>5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - GROUND PERSONNEL</td>
</tr>
</tbody>
</table>

--- 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, 5.
### Brief of Accident

**File No.** - 2920  
**A/C Reg. No.** - N13480  
**Time (Lcl)** - 2104 EDT

---

#### Basic Information

- **Type Operating Certificate:** NONE (GENERAL AVIATION)
- **Aircraft Damage:** SUBSTANTIAL
- **Injuries:** Fatal | Serious | Minor | None
  - Crew | Pass
  - 0 | 0 | 1 | 2 | 0

---

#### Aircraft Information

- **Make/Model:** CESSNA 172 M
- **Landing Gear:** TRICYCLE-FIXED
- **Max Gross Wt:** 2300
- **Engine Make/Model:** LYCOMING L-36351-27A
- **Engine Type:** RECIPROCATING-CARBURETOR
- **Number Engines:** 1
- **ELT Installed/Activated:** YES/YES
- **Stall Warning System:** YES
- **Max Gross Wt:** 2300
- **No. of Seats:** 4

---

#### Environment/Operations Information

- **Weather Data:**
  - Wx Briefing: FSS  
  - Method: TELEPHONE  
  - Completeness: WEATHER NOT PERTINENT
- **Basic Weather:** VMC
- **Wind Dir/Speed:** CALM
- **Visibility:** 7.0 SM
- **Lowest Sky/Clouds:** CLEAR
- **Lowest Ceiling:** NONE
- **Obstructions to Vision:** GROUND FOG
- **Precipitation:** NONE
- **Condition of Light:** NIGHT (BRIGHT)
- **Wx Briefing:** FSS
- **Method:** TELEPHONE
- **Completeness:** WEATHER NOT PERTINENT
- **Basic Weather:** VMC
- **Wind Dir/Speed:** CALM
- **Visibility:** 7.0 SM
- **Lowest Sky/Clouds:** CLEAR
- **Lowest Ceiling:** NONE
- **Obstructions to Vision:** GROUND FOG
- **Precipitation:** NONE
- **Condition of Light:** NIGHT (BRIGHT)
- **Atc/Airspace:** NONE
- **Type of Flight Plan:** NONE
- **Type of Clearance:** NONE
- **Type Apch/Lndg:** STRAIGHT-IN
- **Full Stop:**
- **Airport Proximity:** ON AIRPORT
- **Runway Idnt:** UNK/NR
- **Runway Lth/Wdth:** UNK/NR
- **Runway Surf:** MACADAM
- **Runway Status:** UNK/NR

---

#### Personnel Information

- **Pilot-In-Command:**
  - **Age:** 34
  - **Medical Certificate:** VALID MEDICAL - NO WAIVERS/LIMIT
  - **Biennial Flight Review:** YES
  - **Biennial Flight Review Initial:** YES
  - **Biennial Flight Review Total:** 0
  - **Biennial Flight Review Last 24 Hrs:** 0
  - **SE LAND Months Since:** 1
  - **SE LAND Make/Model:** 3
  - **SE LAND Last 90 Days:** 12
  - **SE LAND Aircraft Type:** 152
  - **SE LAND Instrument:** 5
  - **SE LAND Last 90 Days:** 19
  - **Instrument Rating(s):** NONE

---

#### Narrative

THE PLT LANDED HARD AFTER A LONG AND FAST APPROACH TO A NIGHT LANDING AT A STRANGE AND HIS TOTAL NIGHT EXPERIENCE WAS ABOUT 5 HOURS OF DUAL. WHEN THE ACFT BOUNCED DURING THE LANDING THE PLT DECIDED TO TRY A GO-AROUND. DURING THE ATTEMPT THE ACFT STALLED NOSE HIGH AND PULLED RIGHT TO CRASH TO THE RT OF THE RWY. THE PLT HAD BECOME LOST DURING THIS FLT WHICH HAD DELAYED HIS ARRIVAL UNTIL AFTER DARK.
Brief of Accident (Continued)

File No. - 2920  8/21/85  LUMBERTON,NJ  A/C Reg. No. N13480  Time (Lc1) - 2104 EDT

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

Finding(s)
1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. LIGHT CONDITION - NIGHT
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2  LOSS OF CONTROL - IN FLIGHT
Phase of Operation  APPROACH - GO-AROUND (VFR)

Finding(s)
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
6. STALL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3  IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation  APPROACH - GO-AROUND (VFR)

---Probable Cause---

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

File No. - 2933  12/01/85  MILLVILLE, N.J  A/C Reg. No. N26FM  Time (Lcl) - 1850 EST

---- Basic Information ----
Type Operating Certificate - NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Aircraft Damage - DESTROYED
Fire - NONE
Crew - Pass 0
Injuries - Fatal 1

---- Aircraft Information ----
Make/Model - BEECHCRAFT D95A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4200

Eng Make/Model - LYCOMING IO-360-B1B
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES

---- Environment/Operations Information ----
Weather Data
Wx Briefing FSS - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed - 060/006 KTS
Visibility - 1,000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 300 FT OBSCURED
Obstructions to Vision - FOG
Precipitation - DRIZZLE
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point - SARASOTA, FL
Destination - MILLVILLE, N.J
Type of Flight Plan - IFR
Type of Clearance - IFR
Runway Data
Runway Ident - 10
Runway Lth/Wid - 5000/150
Runway Surface - CONCRETE
Runway Status - WET

---- Personnel Information ----
Pilot-In-Command Age - 53
Certificate(s)/Rating(s) - PRIVATE ME LAND
Biennial Flight Review - YES
Months Since - 7
Make/Model - D95A
Aircraft Type - BEECHCRAFT D95A
Instrument Rating(s) - AIRPLANE
Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours) - Total - 800
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR

---- Narrative ----
THE PLT & HIS WIFE DEP'TD SARASOTA FL FOR A 5HR AND 10MIN PLANNED FLT TO MILLVILLE, NJ. 5 HRS AND 8MIN LTR THE ACFT CRASHED IN WOODS ABO 2 MILES SHORT OF MILLVILLE. FUEL CALCULATIONS INDICATED THE ACFT SHOULD HAVE HAD OVR 11GALS LEFT IN THE TANKS. WITNESSES LOCATED IN A HOUSING DEVELOPMENT 4MILES WEST OF THE ARPT STATED THEY HEARD AND SAW THE ACFT FLYING LOW IN THE AREA. THE WX WAS 300 OBS WITH FOG AND DRIZZLE.

PAGE 128
Brief of Accident (Continued)

File No. - 2933  12/01/85  MILLVILLE, NJ  A/C Reg. No. N26FM  Time (Lcl) - 1850 EST

Occurrence        IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
1. WEATHER CONDITION - FOG
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - OBSCURATION
6. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. DECISION HEIGHT - EXCEEDED - PILOT IN COMMAND

-----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
Brief of Accident


---Basic Information---
Type Operating Certificate - NONE (GENERAL AVIATION) Aircraft Damage - SUBSTANTIAL
Type of Operation - PERSONAL Injuries -
Flight Conducted Under - 14 CFR 91 Fire Crew - 0 Fatal None
Accident Occurred During - TAKEOFF Crew Pass - 0 0

---Aircraft Information---
Make/Model - PIPER PA-18 Engine Make/Model - LYCOMING 0-320-A2A
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1
Max Gross Wt - 1750 Engine Type - RECIPROCATING-CARBURETOR
No. of Seats - 2 Rated Power - 150 HP
ELT Installed/Activated - NO - N/A Stall Warning System - NO

---Environment/Operations Information---
Weather Data -
Wx Briefing - NO RECORD OF BRIEFING Itinerary -
Method - N/A Last Departure Point - SAME AS ACC/INC
Completeness - N/A Destination - LOCAL
Basic Weather - VMC Airport Data -
Wind Dir/Speed - UNK/NR Runway Ident - UNK/NR
Visibility - 50.0 SM Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR Runway Surface - UNK/NR
Lowest Ceiling - NONE Runway Status - UNK/NR
Obstructions to Vision - NONE Type of Flight Plan - NONE
Precipitation - NONE Type of Clearance - NONE
Condition of Light - DAYLIGHT Type Apch/Lndg - TOUCH AND GO

---Personnel Information---
Pilot-In-Command -
Age - 61 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s) - COMMERICAL, ATP, CFI Biennial Flight Review -
SE LAND, ME LAND Current - YES Flight Time (Hours) -
Make/Model - UNK/NR Total - 22000 Last 24 Hrs - UNK/NR
Aircraft Type - UNK/NR Make/Model - 1500 Last 30 Days - UNK/NR
Multi-Eng - 12000 Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE

---Narrative---
WHILE PRACTICING TOUCH AND GO LANDINGS THE PLT ADDED PWR FOR TAKEOFF AND THE ENG QUIT. THE PLT VEERED THE ACFT TO THE
LEFT TO AVOID HITTING FARM MACHINERY AND COLLIDED WITH A TREE STUMP. POST ACCIDENT EXAM OF THE ENG REVEALED THE ENG MOST
LIKELY FAILED AS A RESULT OF TOO RICH OF A MIXTURE AND RAPID THROTTLE APPLICATION.
Brief of Accident (Continued)


Occurrence #1  LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEDOFF - GROUND RUN
Finding(s)
1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
2. ENGINE ASSEMBLY - FAILURE,TOTAL
3. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - EXCESSIVE - PILOT IN COMMAND

Occurrence #2  ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEDOFF - GROUND RUN
Finding(s)
5. OBJECT - TREE(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 is/are finding(s) 1,2,3,4,6
THE PLT STATED THAT DURING TAKEOFF, AFTER A TOUCH AND GO, THE ENG QUIT DUE TO FUEL EXHAUSTION. THE ACFT NOSED OVER DURING A FORCED LANDING IN A SAGE BRUSH COVERED FLD 3/4 OF A MILE NORTH OF THE RWY. ACCORDING TO THE PLT, HE FAILED TO SWITCH THE FUEL TANKS DURING THE 1.2 HOUR LOCAL FLT WHICH PRECEDED THE TOUCH AND GO.
Brief of Accident (Continued)

File No. - 2808  11/03/85  RANCHOS DE TAOS, NM  A/C Reg. No. N4351J  Time (Lcl) - 0915 MST

Occurrence #1  LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation  TAKEOFF - INITIAL CLIMB
Finding(s)
1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, EXPERIENCE - PILOT IN COMMAND

Occurrence #2  FORCED LANDING
Phase of Operation  DESCENT - EMERGENCY
Finding(s)
4. TERRAIN CONDITION - NONE SUITABLE

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

Factor(s) relating to this accident is/are finding(s) 1
National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2823  
11/22/85 ALBUQUERQUE,NM  
A/C Reg. No. N473FL  
Time (Lcl) - 1630 MST

---Basic Information---

<table>
<thead>
<tr>
<th>Type</th>
<th>Operating Certificate</th>
<th>NONE (GENERAL AVIATION)</th>
<th>Aircraft Damage</th>
<th>Substantial</th>
<th>Fatal</th>
<th>Injuries</th>
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<tbody>
<tr>
<td>Type of Operation</td>
<td>-PERSONAL</td>
<td>-14 CFR 91</td>
<td>Accident Occurred During</td>
<td>-LANDING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Casualty</td>
<td>Fire</td>
<td>Crew</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
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<tr>
<td></td>
<td>None</td>
<td>Pass</td>
<td>0</td>
<td>0</td>
<td>1</td>
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---Aircraft Information---

<table>
<thead>
<tr>
<th>Make/Model</th>
<th>PIPER PA-28-140D</th>
<th>Eng Make/Model</th>
<th>LYCOMING O-320-E2A</th>
<th>ELT Installed/Activated</th>
<th>UNK/NR</th>
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<tbody>
<tr>
<td>Landing Gear</td>
<td>TRICYCLE-FIXED</td>
<td>Number Engines</td>
<td>1</td>
<td>Stall Warning System</td>
<td>YES</td>
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<tr>
<td>Max Gross Wt</td>
<td>2150</td>
<td>Engine Type</td>
<td>RECIPROCATING-CARBURETOR</td>
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<td></td>
</tr>
<tr>
<td>No. of Seats</td>
<td>4</td>
<td>Rated Power</td>
<td>150 HP</td>
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<td></td>
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</table>

---Environment/Operations Information---

| Weather Data | Wx Briefing | FSS | Method | IN PERSON | Completeness | FULL | Basic Weather | VMC | Wind Dir/Speed | 180/015 KTS | Visibility | 60.0 SM | ATC/Airspace | | Lowest Sky/Clouds | 25000 FT SCATTERED | Type of Flight Plan | VFR | Type of Clearance | NONE | Obstructions to Vision | NONE |
|---------------|-------------|-----|-------|-----------|--------------|------|---------------|-----|---------------|-----------|-----------|-------|----------------|---|----------------|---------|----------------------|-------|----------------------|-------|---------------------|-------|---------------------|-------|
|               |             |     |       |           |              |      |               |     |               |           |           |       |               |    |                 |         |                      |       |                      |       |                     |       |                     |       |
|               |             |     |       |           |              |      |               |     |               |           |           |       |               |    |                 |         |                      |       |                      |       |                     |       |                     |       |
|               |             |     |       |           |              |      |               |     |               |           |           |       |               |    |                 |         |                      |       |                      |       |                     |       |                     |       |
|               |             |     |       |           |              |      |               |     |               |           |           |       |               |    |                 |         |                      |       |                      |       |                     |       |                     |       |
|               |             |     |       |           |              |      |               |     |               |           |           |       |               |    |                 |         |                      |       |                      |       |                     |       |                     |       |
|               |             |     |       |           |              |      |               |     |               |           |           |       |               |    |                 |         |                      |       |                      |       |                     |       |                     |       |

---Personnel Information---

<table>
<thead>
<tr>
<th>Pilot-in-Command</th>
<th>Age</th>
<th>38</th>
<th>Medical Certificate</th>
<th>VALID MEDICAL-NO WAIVERS/LIMIT</th>
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<tbody>
<tr>
<td>Certificate(s)/Rating(s)</td>
<td>Biennial Flight Review</td>
<td>Flight Time (Hours)</td>
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<td></td>
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<tr>
<td>COMMERCIAL</td>
<td>Current</td>
<td>YES</td>
<td>Total</td>
<td>1174</td>
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<tr>
<td>ST, ME LAND</td>
<td>Months Since</td>
<td>3</td>
<td>Make/Model</td>
<td>UNK/NR</td>
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<td>HELICOPTER</td>
<td>Aircraft Type</td>
<td>PA-28</td>
<td>Instrument</td>
<td>90</td>
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<td></td>
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<td></td>
<td>Multi-Eng</td>
<td>127</td>
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<td></td>
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<td></td>
<td>Rotorcraft</td>
<td>704</td>
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</table>

**Instrument Rating(s)** | AIRPLANE,HELICOPTER

---Narrative---

According to the Plt, the Eng lost Pwr shortly after takeoff, requiring the Plt to make a forced landing. During the investigation, it was determined that the Plt had flown into, and later attempted to depart from ALBUQUERQUE, NM, with the mixture full rich. During the Eng inspection, it was determined that the Spark plugs were fouled. During the end test run, the Eng functioned normally after the plugs were cleaned.
### Brief of Accident (Continued)

**File No.** - 2823  
**11/22/85** ALBUQUERQUE, NM  
**A/C Reg. No.** N473FL  
**Time (Lc1) -** 1630 MST

<table>
<thead>
<tr>
<th>Occurrence #1</th>
<th>Phase of Operation</th>
<th>Finding(s)</th>
</tr>
</thead>
</table>
|               | LOSS OF POWER      | 1. IGNITION SYSTEM, SPARK PLUG - CONTAMINATION  
|               |                    | 2. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND  
|               |                    | 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND |

<table>
<thead>
<tr>
<th>Occurrence #2</th>
<th>Phase of Operation</th>
<th>Finding(s)</th>
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<tbody>
<tr>
<td></td>
<td>FORCED LANDING</td>
<td>2</td>
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<table>
<thead>
<tr>
<th>Occurrence #3</th>
<th>Phase of Operation</th>
<th>Finding(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ON GROUND COLLISION WITH TERRAIN</td>
<td>2</td>
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</tbody>
</table>

----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

File No. - 2824 12/28/85 LAS VEGAS, NM A/C Reg. No. N4849V Time (Lcl) - 0745 MST

---Basic Information---
Type Operating Certificate - NONE (GENERAL AVIATION)
Aircraft Damage - SUBSTANTIAL

<table>
<thead>
<tr>
<th>Injuries</th>
<th>Fatal</th>
<th>Serious</th>
<th>Minor</th>
<th>None</th>
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</thead>
<tbody>
<tr>
<td>Fire</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Crew</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

---Aircraft Information---
Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
ELT Installed/Activated - YES/YES
Stall Warning System - YES
Max Gross Wt - 2200
No. of Seats - 4

---Environment/Operations Information---
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 239/004 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point - SAME AS ACC/INC
Destination - ARBINGTON, TX

Airport Proximity - OFF AIRPORT/STRIP
Runway Ident - N/A
Runway Lth/Wd - N/A
Runway Surface - N/A
Runway Status - N/A

---Personnel Information---
Pilot-In-Command
Certificate(s)/Rating(s) - PRIVATE
Wings - SE LAND

Age - 42
Biennial Flight Review - YES
Flight Time (Hours) - 161

Medial Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Instrument Rating(s) - NONE

---Narrative---
ACCORDING TO THE PLT, HE WAS ATTEMPTING TO DEPART FROM A PVT GRASS STRIP, WHICH IS LOCATED ON A PLATEAU AT AN ELEV OF APRX 6,400 MSL. THE GRASS STRIP, WHICH IS APRX 3,000 FT IN LENGTH, HAS AN UPSLOPE OF ABOUT 10% FOR THE FIRST HALF AND A DOWNSLOPE AT ABOUT 10% ON THE SECOND HALF. THE PLT STATED HE WAS NOT ABLE TO ACHIEVE FLT DUE TO THE ELEV AND ROUGHNESS OF THE GRASS STRIP. ACCORDING TO THE PLT, WHEN IT BECAME OBVIOUS FLT WAS NOT GOING TO BE ACHIEVED, HE ABORTED, BUT TOO LATE. THE ACFT CONTACTED A FENCE AND ROUGH TERRAIN DURING THE ABORTED TAKEOFF.
Brief of Accident (Continued)

File No. - 2824  12/28/85  LAS VEGAS, NM  A/C Reg. No. N4849V  Time (Lcl) - 0745 MST

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

Finding(s)
1. OBJECT - FENCE
2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. ABORT - DELAYED - PILOT IN COMMAND

---Probable Cause---

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

**File No.** - 2831  
**Date** - 12/31/85  
**Location** - COLUMBUS, NM  
**A/C Reg. No.** - N5330C  
**Time (Lcl)** - 1200 MST

### Basic Information

<table>
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<tr>
<th>Type Operating Certificate</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
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<td>NONE (GENERAL AVIATION)</td>
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<td></td>
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<td>Serious</td>
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<tr>
<td></td>
<td></td>
<td>Minor</td>
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<tr>
<td></td>
<td></td>
<td>None</td>
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</table>

<table>
<thead>
<tr>
<th>Type of Operation</th>
<th>Flight Conducted Under</th>
<th>Accident Occurred During</th>
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</thead>
<tbody>
<tr>
<td>PERSONAL</td>
<td>14 CFR 91</td>
<td>LANDING</td>
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</table>

### Aircraft Information

<table>
<thead>
<tr>
<th>Make/Model</th>
<th>Eng Make/Model</th>
<th>ELT Installed/Activated</th>
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<tbody>
<tr>
<td>CESSNA 140A</td>
<td>CONTINENTAL C-90-12F</td>
<td>YES/YES</td>
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<table>
<thead>
<tr>
<th>Landing Gear</th>
<th>Number Engines</th>
<th>Engine Type</th>
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<tbody>
<tr>
<td>TAILWHEEL-ALL FIXED</td>
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<td>RECIPROCATING-CARBURETOR</td>
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<table>
<thead>
<tr>
<th>Max Gross Wt</th>
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<tbody>
<tr>
<td>1500</td>
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<table>
<thead>
<tr>
<th>Date</th>
<th>Rated Power</th>
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<tr>
<td></td>
<td>90 HP</td>
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</table>

### Aircraft Damage

- **Fire** - NONE
- **Crew** - Pass 0 0 0
- **Pass** - 0 0 0
- **Serious** - 0
- **Minor** - 1
- **Unknown** - 1

### Environment/Operations Information

<table>
<thead>
<tr>
<th>Weather Data</th>
<th>Itinerary</th>
<th>Airport Proximity</th>
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<tbody>
<tr>
<td>Wx Briefing - NO RECORD OF BRIEFING</td>
<td>Last Departure Point - COLUMBUS, NM</td>
<td>OFF AIRPORT/STRIP</td>
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<tr>
<td>Method - N/A</td>
<td>Destination - EL PASO, TX</td>
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<tr>
<td>Completeness - N/A</td>
<td>Airplane Type - DAYLIGHT</td>
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<table>
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<tr>
<th>Wind Dir/Speed - 228/005 KTS</th>
<th>Visibility - 60.0 SM</th>
<th>Lowest Sky/Clouds - 25000 FT THIN OVC</th>
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<tbody>
<tr>
<td>ATC/Airspace - N/A</td>
<td>Type of Flight Plan - NONE</td>
<td>Type of Clearance - NONE</td>
</tr>
<tr>
<td>Obstructions to Vision - NONE</td>
<td>Type Apch/Lndg - FORCED LANDING</td>
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</tr>
<tr>
<td>Precipitation - NONE</td>
<td>Runway Status - DRY</td>
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<tr>
<td>Condition of Light - DAYLIGHT</td>
<td>Runway Lth/Wd - N/A</td>
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<tr>
<td></td>
<td>Runway Surface - DIRT</td>
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### Personnel Information

<table>
<thead>
<tr>
<th>Pilot-In-Command</th>
<th>Age</th>
<th>Medical Certificate</th>
<th>Biennial Flight Review</th>
<th>Flight Time (Hours)</th>
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<tbody>
<tr>
<td>Certificate(s)/Rating(s)</td>
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<td>VALID MEDICAL-NO WAIVERS/LIMIT</td>
<td>Current - YES</td>
<td>Total - 3700</td>
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<td>PRIVATE.COMMERCIAL.CFI</td>
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<td>Months Since - 2</td>
<td>Last 24 Hrs - 2</td>
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<td>SE LAND.ME LAND</td>
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<td>Make/Model - 43</td>
<td>Last 30 Days - UNK/NR</td>
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<td>HELICOPTER</td>
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<td>Instrument - 180</td>
<td>Last 90 Days - 23</td>
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<td></td>
<td></td>
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<td>Multi-Eng - 60</td>
<td>Rotorcraft - 30</td>
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</table>

**Instruments** - AIRPLANE

**Narrative**

According to the plt, after performing the preflight engine runup, he leaned the mixture control and switched the fuel selector to both tanks. Shortly after takeoff at approximately 50 ft AGL, the eng lost partial pwr. The plt made a forced landing following the partial pwr loss. The Cessna 140A fuel selector has three positions, left tank, right tank, and both off.
Occurrence #1
Phase of Operation
Finding(s)
1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT PREFLIGHT - INATTENTIVE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2
Phase of Operation
Finding(s)
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. OBJECT - FENCE

--- Probable Cause ---

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

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

File No. - 3237  1/13/85  YERINGON, NV  A/C Reg. No. N3185Z  Time (Lcl) - 0910 PST

---Basic Information---
Type Operating Certificate - NONE (GENERAL AVIATION)
Type of Operation - BUSINESS
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

---Aircraft Information---
Make/Model - BELL 206BIII
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5
Eng Make/Model - ALLISON 250-C20J
Number Engines - 1
Engine Type - TURBOSHAFT
ELT Installed/Activated - YES/NO
Stall Warning System - NO

---Environment/Operations Information---
Weather Data
Wx Briefing - FSS
Method - ACFT RADIO
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - CALM
Visibility - 1.000 SM
Lowest Sky/Clouds - 400 FT PART OBS
Lowest Ceiling - 400 FT OVERCAST
Obstructions to Vision - FOG
Precipitation - SNOW GRAINS
Condition of Light - DAYLIGHT

---Personnel Information---
Pilot-In-Command
Certificate(s)/Rating(s) - COMMERCIAL,CFI,SE LAND,ME LAND,HELICOPTER
Biennial Flight Review - YES
Current Months Since - 10
Make/Model - 500
Aircraft Type - 206B
Instrument Rating(s) - AIRPLANE,HELICOPTER
Medical Certificate - EXPIRED
Total Flight Time - 5000
Last 24 Hrs - 2
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR
Rotorcraft - 4000

---Narrative---
THE PLT MADE AN EN ROUTE EMERGENCY LANDING DUE TO DETERIORATED WX. AFTER WAITING SOME PERIOD OF TIME, A TAKEOFF WAS
ATTEMPTED BUT THE HELICOPTER WAS UNABLE TO BECOME AIRBORNE. THE HELICOPTER BOUNCED DOWN HILLY TERRAIN AND ROLLED OVER
TO THE LEFT. WX AT THE TIME OF THE ACCIDENT CONSISTED OF FREEZING TEMPS, FOG AND SNOW GRAINS. THE HELICOPTER WAS FOUND
TO BE LOADED OVER THE MAX GROSS WEIGHT WHICH COMBINED WITH ICE ON THE ROTOR BLADES AND IN THE AIR INTAKE RESULTED IN
A REDUCED POWER OUTPUT DURING THE ATTEMPTED TAKEOFF.
Occurrence #1  LOSS OF CONTROL - IN FLIGHT  
Phase of Operation  TAKEOFF  
Finding(s)  
1. LIFT-OFF - NOT POSSIBLE -  
2. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - DETERIORATED  
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND  
4. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND  
5. WEATHER CONDITION - ICING CONDITIONS  
6. WEATHER EVALUATION - POOR - PILOT IN COMMAND  
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY  

Occurrence #2  ROLL OVER  
Phase of Operation  TAKEOFF  
Finding(s)  
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  

---Probable Cause---  

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

Factor(s) relating to this accident is/are finding(s) 6, 7
**Brief of Accident**

**File No. - 2837  6/28/85  CAMBRIA, NY**
**A/C Reg. No. N691U**
**Time (Lcl) - 1630 EDT**

### Basic Information

- **Type Operating Certificate:** NONE (GENERAL AVIATION)
- **Aircraft Damage:** SUBSTANTIAL
- **Injuries:**
  - Fatal: 0
  - Serious: 0
  - Minor: 0
  - None: 1

### Aircraft Information

- **Make/Model:** SCHWEIZER SGS 1-26
- **Landing Gear:** UNK/NR
- **Max Gross Wt:** 600
- **No. of Seats:** 1

### Environment/Operations Information

- **Weather Data:**
  - **Wx Briefing:** NO RECORD OF BRIEFING
  - **Method:** N/A
  - **Completeness:** N/A
  - **Basic Weather:** VMC
  - **Wind Dir/Speed:** VARIABLE
  - **Visibility:** 15.0 SM
  - **Lowest Sky/Clouds:** CLEAR
  - **Obstructions to Vision:** NONE
  - **Precipitation:** NONE
  - **Condition of Light:** DAYLIGHT

### Personnel Information

- **Pilot-In-Command**
  - **Certificate(s)/Rating(s):**
    - PRIVATE
    - SE LAND
    - GLIDER
  - **Age:** 49
  - **Medical Certificate:** VALID MEDICAL - NO WAIVERS/LIMIT

### Narrative

THE GLIDER, WHILE RETURNING TO LAND AFTER A PLEASURE FLT, ENCOUNTER A RAINSHOWER AND STRONG DOWNDRAFT. THE PLT MADE A LANDING IN A FARMERS FLD. DURING THE LANDING THE RIGHT WING CAUGHT AND THE ACFT GROUND LOOPED, INCURRING SUBSTANTIAL DAMAGE.
### Brief of Accident (Continued)

<table>
<thead>
<tr>
<th>Occurrence #1</th>
<th>IN FLIGHT ENCOUNTER WITH WEATHER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>DESCENT</td>
</tr>
<tr>
<td>Finding(s)</td>
<td>1. WEATHER CONDITION - DOWNDRAFT</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Occurrence #2</td>
<td>FORCED LANDING</td>
</tr>
<tr>
<td>Phase of Operation</td>
<td>DESCENT - EMERGENCY</td>
</tr>
<tr>
<td>Occurrence #3</td>
<td>ON GROUND COLLISION WITH TERRAIN</td>
</tr>
<tr>
<td>Phase of Operation</td>
<td>LANDING</td>
</tr>
<tr>
<td>Finding(s)</td>
<td>2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND</td>
</tr>
</tbody>
</table>

#### ---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 (GENERAL AVIATION)
Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage - SUBSTANTIAL
Fire - NONE
Crew Fatal - 0
Serious - 0
Minor - 0
None - 1

---Aircraft Information---

Make/Model - GRUMMAN AA-1C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1560 lbs
No. of Seats - 2

Eng Make/Model - LYCOMING 0-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP
ELT Installed/Activated - YES-UNK/NR
Stall Warning 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 - 030/012 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 - FARMINGDALE, NY
Destination - LOCAL

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity - ON AIRPORT
Airport Data
Runway Ident - 01
Runway Lth/Wid - 5516/150
Runway Surface - ASPHALT
Runway Status - DRY

---Personnel Information---

Pilot-In-Command
Certificate(s)/Rating(s) - STUDENT
Biennial Flight Review - N/A
Current - N/A
Months Since - N/A
Make/Model - 44
Last 24 Hrs - 0

Aircraft Type - N/A
Instrument - 0
Last 90 Days - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Age - 22

---Narrative---

THE PLT WAS PERFORMING A SERIES OF TOUCH AND GO LANDINGS AT REPUBLIC ARPT WHEN THE ACCIDENT OCCURRED. DURING THE FINAL LANDING, A HARD TOUCH DOWN WAS MADE WHICH RESULTED IN A PORPOISED LANDING.
Finding(s)  
1. FLARE - IMPROPER - PILOT IN COMMAND  
2. RECOVERY FROM BOUNCED LANDING - POOR - 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
Brief of Accident

File No. - 2915  
8/17/85  
SOMERS, NY  
A/C Reg. No. N40326  
Time (Lcl) - 1210 EDT

-----Basic Information-----

Type Operating Certificate - NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage

Fire - DESTROYED
Crew - NONE
Pass - PASS

Injuries

Fatal - 0
Serious - 0
Minor - 0
None - 1

-----Aircraft Information-----

Make/Model - MAULE M-4-220C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - FRANKLIN 220C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
ELT Installed/Activated - YES/YES
Stall Warning System - NO

Max Gross Wt - 2300
Engine Type - RECIPROCATING-CARBURETOR
Number Engines - 1
ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Visibility - 30.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point - WISCASSETT, ME
Destination - MAHOPAC, NY

Airport Proximity

On Airstrip - ON AIRSTRIP
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Approach/landing - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Age - 44
Biennial Flight Review - YES
Total Flight Time (Hours) - 203

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Privately-Owned - YES

Certification(s)/Rating(s)

SE LAND

SE LAND

Make/Model - 54
Aircraft Type - M-4
Last 30 Days - UNK/NR
Last 90 Days - 44

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED & NOSED OVER DURING AN ATTEMPTED GO-AROUND AFTER A FAST APPROACH TO A GRAVEL LANDING STRIP WHICH WAS 3 MILES FROM THE PLANED DESTINATION. THE PLT SAID HE ADDED POWER TO GO AROUND WHEN HE THOUGHT HIS AIRSPEED WAS TOO HIGH. THE ACFT DROPPED ON THE RT MAIN GEAR AND NOSED OVER.
Occurrence #1  
Loss of control - in flight

Phase of Operation  
Approach - go-around (VFR)

Finding(s)  
1. Aircraft handling - improper - pilot in command
2. Go-around - attempted - pilot in command
3. Stall - uncontrolled - pilot in command
4. Improper use of equipment/aircraft, lack of total experience in type of aircraft - pilot in command

Occurrence #2  
In flight collision with terrain

Phase of Operation  
Descent - uncontrolled

Occurrence #3  
Nose over

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, 4
**Brief of Accident**

**File No.** - 2804  
**Date** - 10/26/85  
**Location** - LEE CENTER, NY  
**A/C Reg. No.** - N4499H  
**Time** - 0700 EDT

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**Instrument Rating(s)** - NONE

**Narrative**

THE ACFT EXPERIENCED A LOSS OF CONTROL DURING AN APCH TO THE PLT'S PVT AIRSTRIP. AFTER A PLEASURE FLT OF ONE-HALF HOUR, WITH NO REPORTED PROBLEMS THE ACFT RETURNED TO THE ARPT. ON ABOUT A ONE-HALF MILE FINAL, THE ACFT ENTERED A STEEP LEFT TURN AT ABOUT A 60 DEGREE BANK. THE PLT TRIED TO CORRECT WITH FULL RIGHT AILERON AND RIGHT RUDDER. REDUCING THE BANK ANGLE TO ABOUT 15 DEGREES. THE PLT ELECTED TO LAND ON A ROAD. THE LEFT WING COLLIDED WITH A GUARD RAIL, SPINNING THE ACFT INTO A DITCH. THE PLT REPORTED, AFTER THE ACCIDENT, THAT THE RIGHT LOWER TAIL BRACE WIRE ATTACH FITTING, PIPER P/N 10075-04, HAD FAILED. HE ALSO REPORTED A PRE-EXISTING CRACK WAS FOUND IN THE FITTING.
Brief of Accident (Continued)


A/C Reg. No. N4499H

Time (Lcl) - 0700 EDT

Occurrence #1
Phase of Operation AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Finding(s)
  1. HORIZONTAL STABILIZER ATTACHMENT - FATIGUE

Occurrence #2
Phase of Operation LOSS OF CONTROL - IN FLIGHT
Finding(s)
  2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3
Phase of Operation ON GROUND COLLISION WITH OBJECT

---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. - 2835  11/17/85 GARDINER, NY  A/C Reg. No. N5634B  Time (Lcl) - 1230 EST

-----Basic Information-----
Type Operating Certificate - PERSONAL (GENERAL AVIATION)
Type of Operation - 14 CFR 91
Flight Conducted Under - DESCENT
Accident Occurred During - DESCENT

-----Aircraft Information-----
Make/Model - CESSNA C182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4
Eng Make/Model - CONTINENTAL 0-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
ELT Installed/Activated - YES/YES
Stall Warning System - YES
Max Gross Wt - 2550
Eng Make/Model - CONTINENTAL 0-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
ELT Installed/Activated - YES/YES
Stall Warning 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 - 120/019 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point - STORMVILLE, NY
Destination - GARDINER, NY
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Data
Runway Ident - 31
Runway Lth/Wid - 2300/75
Runway Surf - ASPHALT
Runway Status - DRY

-----Personnel Information-----
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Biennial Flight Review - NO
Current - NO
Total - 259
Last 24 Hrs - 0

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Last 30 Days - UNK/NR
Make/Model - 115
Instrument - 63

Instrument Rating(s) - NONE

-----Narrative-----
THE ACFT CONTACTED POWER LINES ON FINAL APCH AND DESCENDED UNCONTROLLED TO GROUND IMPACT. THE PLT REPORTED THAT TURBULENCE WAS ENCOUNTERED WHEN HE ENTERED THE TRAFFIC PATTERN. HE THEN PROCEEDED ONTO FINAL APCH AT A "NORMAL ALTITUDE" AND FULL FLAPS WERE ADDED. SHORTLY AFTER FULL FLAPS WERE ADDED, THE PLT REPORTED A MODERATE TO SEVERE WIND SHEAR WAS ENCOUNTERED AND A SINK RATE DEVELOPED. POWER WAS ADDED TO RECOVER, HOWEVER, THE ACFT CONTACTED THE POWER LINES, DESCENDED TO GROUND IMPACT AND NOSED OVER.
Occurrence #1  IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation  APPROACH - VFR PATTERN - FINAL APPROACH
Finding(s)
  1. WEATHER CONDITION - TURBULENCE

Occurrence #2  IN FLIGHT COLLISION WITH OBJECT
Phase of Operation  APPROACH - VFR PATTERN - FINAL APPROACH
Finding(s)
  2. OBJECT - WIRE, TRANSMISSION (MARKED)
  3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3  IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation  DESCENT - UNCONTROLLED

Occurrence #4  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, 4
Factor(s) relating to this accident is/are finding(s) 1
**Brief of Accident**

**File No. - 2840  12/04/85  EAST MORICHES,NY  A/C Reg. No. N3530S  Time (LCL) - 1245 EST**

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The ACFT was substantially damaged when it collided with trees during a forced landing following a loss of PWR during a takeoff climb. The PLT reported that the PWR loss resulted from carb ice.
Occurrence #1  LOSS OF POWER  
Phase of Operation  TAKEOFF - GROUND RUN  
Finding(s)  
1. FUEL SYSTEM, CARBURETOR - ICE  
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND  

Occurrence #2  IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation  DESCENT - EMERGENCY  
Finding(s)  
3. OBJECT - TREE(S)  

Occurrence #3  NOSE GEAR COLLAPSED  
Phase of Operation  DESCENT - UNCONTROLLED  

----Probable Cause----  
The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.
THE ACFT CONTACTED THE TERRAIN FOLLOWING A LOSS OF CONTROL DURING AN ATTEMPTED GO-AROUND.
Brief of Accident (Continued)

File No. - 2839  12/21/85  ROCHESTER, NY  A/C Reg. No. N98240  Time (Lcl) - 1450 EST

Occurrence #1  LOSS OF CONTROL - IN FLIGHT
Phase of Operation  APPROACH - GO-AROUND (VFR)

Finding(s)
1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

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

Occurrence #3  NOSE GEAR COLLAPSED
Phase of Operation  DESCENT - UNCONTROLLED

Finding(s)
2. LANDING GEAR, NOSE GEAR - OVERLOAD

---Probable Cause---

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

File No. - 2801  
12/29/85  
FRANKFORT, NY  
A/C Reg. No. N9949W  
Time (Lcl) - 1200 EDT

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<td><strong>No. of Seats</strong></td>
</tr>
<tr>
<td><strong>Eng Make/Model</strong></td>
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<tr>
<td><strong>Number Engines</strong></td>
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<tr>
<td><strong>ELT Installed/Activated</strong></td>
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<tr>
<td><strong>Stall Warning System</strong></td>
</tr>
<tr>
<td><strong>Max Gross Wt</strong></td>
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<td><strong>No. of Seats</strong></td>
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<tr>
<td><strong>Max Gross Wt</strong></td>
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<tr>
<td><strong>No. of Seats</strong></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Environment/Operations Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Wx Briefing</strong></td>
</tr>
<tr>
<td><strong>Method</strong></td>
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<tr>
<td><strong>Completeness</strong></td>
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<tr>
<td><strong>Basic Weather</strong></td>
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<tr>
<td><strong>Wind Dir/Speed</strong></td>
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<tr>
<td><strong>Visibility</strong></td>
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<tr>
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<tr>
<td><strong>Lowest Ceiling</strong></td>
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<tr>
<td><strong>Obstructions to Vision</strong></td>
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<tr>
<td><strong>Precipitation</strong></td>
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<tr>
<td><strong>Condition of Light</strong></td>
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<tr>
<th>Personnel Information</th>
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<tbody>
<tr>
<td><strong>Pilot-In-Command</strong></td>
</tr>
<tr>
<td><strong>Certificate(s)/Rating(s)</strong></td>
</tr>
<tr>
<td><strong>Age</strong></td>
</tr>
<tr>
<td><strong>Biennial Flight Review</strong></td>
</tr>
<tr>
<td><strong>Medical Certificate</strong></td>
</tr>
<tr>
<td><strong>Flight Time (Hours)</strong></td>
</tr>
<tr>
<td><strong>Last 24 Hrs</strong></td>
</tr>
<tr>
<td><strong>Last 30 Days</strong></td>
</tr>
<tr>
<td><strong>Last 90 Days</strong></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Narrative</th>
</tr>
</thead>
<tbody>
<tr>
<td>THE PLT DIVERTED TO FRANKFORT-HIGHLAND EN ROUTE FROM HIS ORIGINAL DESTINATION OF UTICA, NY, BECAUSE OF IFR WEATHER AT UTICA. THE PLT STATED THAT AS THE NOSE WHEEL SETTLED TO THE RWY DURING TOUCHDOWN, IT DUG INTO SNOW ON THE RWY AND THE ACFT NOSED OVER. IT WAS LATER DISCOVERED THE RWY WAS COVERED WITH 1 1/2 FEET OF SNOW AT THE POINT WHERE TOUCHDOWN WAS ACCOMPLISHED. THE REMAINING RWY SURFACE WAS COVERED WITH APRX 6 INCHES OF SNOW.</td>
</tr>
</tbody>
</table>
Occurrence #1  NOSE GEAR COLLAPSED
Phase of Operation  LANDING - FLARE/TOUCHDOWN
Finding(s)
1. WEATHER CONDITION - SNOW
2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. TERRAIN CONDITION - SNOW COVERED
6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
7. LANDING GEAR, NOSE GEAR - OVERLOAD

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

---Probable Cause---

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

Factor(s) relating to this accident is/are finding(s) 1,5
### Brief of Accident

<table>
<thead>
<tr>
<th>File No.</th>
<th>2890</th>
<th>4/19/85 AKRON,OH</th>
<th>A/C Reg. No.</th>
<th>N5608R</th>
<th>Time (Lcl)</th>
<th>2006 EST</th>
</tr>
</thead>
</table>

--- Basic Information ---
- Type Operating Certificate: NONE (GENERAL AVIATION)
- Aircraft Damage: SUBSTANTIAL
- Injuries: Fatal 0, Serious 0, Minor 0, None 0
- Type of Operation: PERSONAL
- Flight Conducted Under: 14 CFR 91
- Accident Occurred During: DESCENT

--- Aircraft Information ---
- Make/Model: CESSNA 172F
- Landing Gear: TRICYCLE-FIXED
- Max Gross Wt: 2300
- No. of Seats: 4
- Eng Make/Model: CONTINENTAL 0-300-D
- Number Engines: 1
- ELT Installed/Activated: YES/NO
- Stall Warning System: YES

--- Environment/Operations Information ---
- Weather Data
  - Basic Weather: VMC
  - Wind Dir/Speed: 240/008 KTS
  - Visibility: 15.0 SM
- Obstructions to Vision: NONE
- Precipitation: NONE

--- Personnel Information ---
- Pilot-In-Command
  - Certificate(s)/Rating(s): PRIVATE
  - Age: 50
  - Medical Certificate: VALID MEDICAL-WAIVERS/LIMIT
  - Biennial Flight Review: YES
  - Total Flight Time: 1115
  - Last 24 Hrs: UNK/NR
  - Make/Model: C-172F
  - Instrument Rating(s): AIRPLANE

--- Narrative ---
THE ACFT CONTACTED TREES DURING A NIGHT FORCED LANDING FOLLOWING A LOSS OF PWR. STATE PATROL PERSONNEL REPORTED THERE WAS NO SIGN OF FUEL ON BOARD THE ACFT AT THE ACCIDENT SITE. THE ENG WAS TEST RUN AFTER THE ACCIDENT, DURING WHICH TIME IT FUNCTIONED NORMALLY.
### Brief of Accident (Continued)

<table>
<thead>
<tr>
<th>File No.</th>
<th>Occurrence #1</th>
<th>Phase of Operation</th>
<th>Finding(s)</th>
<th>Occurrence #2</th>
<th>Phase of Operation</th>
<th>Finding(s)</th>
<th>Occurrence #3</th>
<th>Phase of Operation</th>
<th>Finding(s)</th>
<th>Occurrence #4</th>
<th>Phase of Operation</th>
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<tbody>
<tr>
<td>2890</td>
<td>LOSS OF POWER(TOTAL) - NON-MECHANICAL</td>
<td>APPROACH</td>
<td>1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND</td>
<td>FORCED LANDING</td>
<td>DESCENT - EMERGENCY</td>
<td>4. LIGHT CONDITION - DARK NIGHT</td>
<td>IN FLIGHT COLLISION WITH OBJECT</td>
<td>DESCENT - EMERGENCY</td>
<td>4. LIGHT CONDITION - DARK NIGHT</td>
<td>IN FLIGHT COLLISION WITH TERRAIN</td>
<td>DESCENT - UNCONTROLLED</td>
</tr>
<tr>
<td>4/19/85</td>
<td>AKRON, OH</td>
<td></td>
<td>2. FLUID,FUEL - EXHAUSTION</td>
<td></td>
<td></td>
<td>5. OBJECT - TREE(S)</td>
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<td></td>
<td></td>
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<tr>
<td>A/C Reg. No. N5608R</td>
<td></td>
<td></td>
<td>3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND</td>
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<tr>
<td>Time (Lc1) - 2006 EST</td>
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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
### Basic Information

<table>
<thead>
<tr>
<th>Type Operating Certificate</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
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<tbody>
<tr>
<td>NONE (GENERAL AVIATION)</td>
<td>SUBSTANTIAL</td>
<td>Fatal 0</td>
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<td></td>
<td></td>
<td>Serious 1</td>
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<td></td>
<td></td>
<td>Minor 0</td>
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<td></td>
<td></td>
<td>None 0</td>
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<table>
<thead>
<tr>
<th>Type of Operation</th>
<th>Fire</th>
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<tbody>
<tr>
<td>PERSONAL</td>
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<table>
<thead>
<tr>
<th>Flight Conducted Under</th>
<th>Pass</th>
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<tbody>
<tr>
<td>-14 CFR 91</td>
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### Aircraft Information

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<thead>
<tr>
<th>Make/Model</th>
<th>JENKINS HP-18</th>
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<td>Engine Type</td>
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<tr>
<td>Rated Power</td>
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### Environment/Operations Information

<table>
<thead>
<tr>
<th>Weather Data</th>
<th>Itinerary</th>
<th>Airport Proximity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wx Briefing</td>
<td>NO RECORD OF BRIEFING</td>
<td>OFF AIRPORT/STRIP</td>
</tr>
<tr>
<td>Method</td>
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<tr>
<td>Completeness</td>
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</tr>
<tr>
<td>Basic Weather</td>
<td>VMC</td>
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<tr>
<td>Wind Dir/Speed</td>
<td>260/011 KTS</td>
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<tr>
<td>Visibility</td>
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<tr>
<td>Lowest Sky/Clouds</td>
<td>4700 FT</td>
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<td>Lowest Ceiling</td>
<td>4700 FT BROKEN</td>
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<tr>
<td>Obstructions to Vision</td>
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<td>Precipitation</td>
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<tr>
<td>Condition of Light</td>
<td>DAYLIGHT</td>
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### Personnel Information

<table>
<thead>
<tr>
<th>Pilot-in-Command</th>
<th>Age</th>
<th>Medical Certificate</th>
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<tbody>
<tr>
<td>Certificate(s)/Rating(s)</td>
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<td>SE LAND</td>
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<tr>
<td>GLIDER</td>
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</tr>
</thead>
<tbody>
<tr>
<td>Stall Warning System</td>
<td>UNK/NR</td>
</tr>
</tbody>
</table>

### Narrative

FOLLOWING AN APX ONE-HALF HOUR FLT, WITNESSES STATED THAT THE GLIDER DID NOT APPEAR TO FLARE FOR LANDING, BUT INSTEAD, IMPACTED THE GROUND WITHOUT ARRESTING THE RATE OF DESCENT. THE PLT REPORTED HE HAD VERY POOR VENTILATION IN THE COCKPIT AND FEELS THAT HE WAS A VICTIM OF HEAT PROSTRATION. ACCORDING TO THE PLT, HE HAD NOT CONSUMED ENOUGH LIQUIDS PRIOR TO TAKEOFF. HE ALSO STATED THAT THE OUTSIDE AIR TEMP ON THE AFTERNOON OF THE FLT WAS 90 DEGS F.
Brief of Accident (Continued)

Occurrence #1  MISCELLANEOUS/OTHER
Phase of Operation  APPROACH - VFR PATTERN - FINAL APPROACH
Finding(s)
1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. PHYSICAL IMPAIRMENT(HYPOGLYCEMIA/DIET) - PILOT IN COMMAND
4. JUDGEMENT - REDUCED - PILOT IN COMMAND

Occurrence #2  IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation  LANDING - FLARE/TOUCHDOWN
Finding(s)
5. FLARE - NOT PERFORMED - PILOT IN COMMAND
6. IMPROPER DECISION, INCAPACITATION(LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND

---Probable Cause---

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

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

File No - 2892

7/28/85 PLAIN CITY, OH

A/C Reg. No. N4202L

Time (Lcl) - 2030 EDT

---Basic Information---

Type Operating Certificate - NONE (GENERAL AVIATION)

Aircraft Damage

Fire DESTROYED

Crew Fatal 1

Pass Serious 0

Injuries Minor 0

None 0

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - DESCENT

---Aircraft Information---

Make/Model - CESSNA 172G

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2300

No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

ELT Installed/Activated - YES/YES

Stall Warning System - YES

Max Gross Wt 2300

No. of Seats 4

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 145 HP

---Environment/Operations Information---

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 070/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point - SAME AS ACC/INC

Destination - SAME AS ACC/INC

Airport Proximity - OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

---Personnel Information---

Pilot-In-Command - Age - 42

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Biennial Flight Review - Current - YES

Months Since - 8

Make/Model - UNK/NR

Aircraft Type - C-172

Flight Time (Hours)

Total - 896

Last 24 Hrs - 0

Last 30 Days - 9

Last 90 Days - 25

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Instrument Rating(s) - NONE

---Narrative---

THE PLT HAD JUST TAKEN OFF FROM HIS PVT STRIP FOR THE FOURTH FLT OF THE DAY WHEN WITNESSES HEARD THE ENG QUIT. THE ACFT HAD BEEN FLOWN 3.4 HRS SINCE THE LAST REFUELING. THE ACFT WAS BEING OPERATED ON A MIXTURE OF AVGAS AND AUTOMOTIVE FUEL WITH NO STC. THE ACFT WAS TURNING BACK TOWARD THE STRIP WHEN IT STALLED AND IMPACTED THE TERRAIN IN A NOSE DOWN ATTITUDE. POST ACCIDENT INSPECTION FAILED TO REVEAL ANY MECHANICAL FAILURE/MALFUNCTION WHICH WOULD HAVE RESULTED IN THE LOSS OF PWR.
Brief of Accident (Continued)

File No. - 2892  7/28/85  PLAIN CITY, OH  A/C Reg No. N4202L  Time (Lcl) - 2030 EDT

--- Probable Cause ---

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

File No. - 2883  
12/30/85  
PERRY, OH  

A/C Reg. No. N685TC  

Time (Lcl) - 1200 EST

----Basic Information----  
Type Operating Certificate - NONE (GENERAL AVIATION)  
Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT  

----Aircraft Information----  
Make/Model - MONNET M111  
Landing Gear - UNK/NR  
Max Gross Wt - UNK/NR  
No. of Seats - 1  

Eng Make/Model - KFM KFM 107E  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 22 HP  

---Environment/Operations Information---  
Weather Data  
Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Basic Weather - VMC  
Wind Dir/Speed - 310/008 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT  

Itinerary  
Last Departure Point - PAINESVILLE, OH  
Destination - LOCAL  

---Personnel Information----  
Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND  

Age - 32  
Biennial Flight Review - YES  
Total Flight Time (Hours) - 109  
Last 24 Hrs - UNK/NR  
Make/Model - KFM KFM 107E  
Last 30 Days - 19  
Last 90 Days - 21

---Narrative---  
AFTER INITIATING A 180 DEG TURN, THE PLT HEARD A "THUMP" AND NOTED A LOW VIBRATION. THE ACFT THEN PITCHED DOWN ABRUPTLY AND ENTERED AN INVERTED SPIN TO GROUND CONTACT. THE PLT STATED AN IN-FLIGHT STRUCTURAL FAILURE OF THE TAIL SECTION HAD OCCURRED WHICH RESULTED IN THE LOSS OF CONTROL.
Brief of Accident (Continued)

File No. - 2883  12/30/85  PERRY, OH  A/C Reg. No. N685TC  Time (Lcl) - 1200 EST

Occurrence #1  AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation  CRUISE

Finding(s)
1. FLIGHT CONTROL SURFACES/ATTACHMENTS - FAILURE, PARTIAL

Occurrence #2  LOSS OF CONTROL - IN FLIGHT
Phase of Operation  CRUISE

Occurrence #3  IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation  DESCENT - UNCONTROLLED

---Probable Cause---

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

File No. - 2851  11/05/85  OKLAHOMA CITY,OK  A/C Reg. No. N1461G  Time (LCl) - 1511 CST

---Basic Information---
Type Operating Certificate - ON-DEMAND AIR TAXI
Name of Carrier - STARFLIGHT INC.
Type of Operation - NON SCHED, DOMESTIC, CARGO
Flight Conducted Under - 14 CFR 135
Accident Occurred During - DESCENT

---Aircraft Information---
Make/Model - BEECH H18
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 9500
No. of Seats - UNK/NR

---Environment/Operations Information---
Weather Data
Weather Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 190/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

---Personnel Information---
Pilot-In-Command
Certificate(s)/Rating(s) - ATP, SE LAND ME LAND
Age - 51
Biennial Flight Review - YES
Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours) - 16000

---Narrative---
ATR PLT DEPARTING ARPT UNDER VMC EXPERIENCED FAILURE OF THE RIGHT ENG SHORTLY AFTER LIFT-OFF. THE ACFT YAWED RIGHT FOLLOWED BY A STEEP RIGHT ROLL, CONTACTING POWER LINES WITH THE RIGHT WING AND SUBSEQUENTLY IMPACTED THE GROUND. A POST-CRASH FIRE DESTROYED THE ACFT WITH THE EXCEPTION OF BOTH ENGS AND A PORTION OF THE RIGHT WING PANEL. THE ENG FAILED DUE TO LACK OF LUBRICATION TO THE IMPELLER SHAFT CAUSED BY BLOCKAGE OF OIL JET DUE TO FOD. OIL LINE FROM SCAVENGE SUMP TO SCAVENGE PUMP INLET HAD BEEN REPLACED PRIOR TO ACCIDENT. THE ACFT HAD EXPERIENCED MAINTENANCE PROBLEM (OIL LEAK) APRX 2 WEEKS PRIOR TO ACCIDENT. SOURCE OF FOD IS UNDETERMINED.
### Occurrence #1
**Phase of Operation:** TAKEOFF - INITIAL CLimb
**Finding(s):**
1. FLUID, OIL - STARVATION
2. ENGINE ASSEMBLY - FAILURE, TOTAL
3. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL

### Occurrence #2
**Phase of Operation:** TAKEOFF - INITIAL CLimb
**Finding(s):**
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

### Occurrence #3
**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.
**Brief of Accident**

**File No. - 2874  12/21/85  SHAWNEE,OK  A/C Reg. No. N4066U  Time (Lct) - 1525 CST**

---Basic Information---

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<tr>
<th>Type Operating Certificate</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
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<tbody>
<tr>
<td>-NONE (GENERAL AVIATION)</td>
<td>Destroyed</td>
<td>Fatal</td>
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<tr>
<td>Type of Operation</td>
<td>Fire</td>
<td>Serious</td>
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<td>-UNAUTHORIZED</td>
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<tr>
<td>-14 CFR 91</td>
<td>None</td>
<td>Minor</td>
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---Aircraft Information---

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<th>Make/Model</th>
<th>Eng Make/Model</th>
<th>Engine Engines</th>
<th>ELT Installed/Activated</th>
<th>Stall Warning System</th>
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<td>CESSNA 150E</td>
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<th>Number Engines</th>
<th>Engine Type</th>
<th>Rated Power</th>
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<tr>
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<td>1</td>
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---Environment/Operations Information---

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<th>Wx Briefing</th>
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<tr>
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<td>Last Departure Point</td>
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<table>
<thead>
<tr>
<th>Method</th>
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<tr>
<td>N/A</td>
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<td>SHAWNEE MUNI</td>
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<table>
<thead>
<tr>
<th>Basic Weather</th>
<th>Visibility</th>
<th>Obstructions to Vision</th>
<th>Condition of Light</th>
</tr>
</thead>
<tbody>
<tr>
<td>VMC</td>
<td>7.0 SM</td>
<td>NONE</td>
<td>DAYLIGHT</td>
</tr>
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<table>
<thead>
<tr>
<th>Lowest Sky/Clouds</th>
<th>Type of Flight Plan</th>
<th>Type of Clearance</th>
<th>AVT/Airspace</th>
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<tbody>
<tr>
<td>CLEAR</td>
<td>NONE</td>
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<table>
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<tr>
<th>Lowest Ceiling</th>
<th>Type Aplh/Lndg</th>
<th>Runway Ident</th>
<th>Runway Lth/Wid</th>
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<td>NONE</td>
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<tbody>
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<td>DAYLIGHT</td>
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---Personnel Information---

<table>
<thead>
<tr>
<th>Pilot-In-Command Certificate(s)/Rating(s)</th>
<th>Age</th>
<th>Medical Certificate</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE</td>
<td>48</td>
<td>NO MEDICAL</td>
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<table>
<thead>
<tr>
<th>Biennial Flight Review</th>
<th>Flight Time (Hours)</th>
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<td>Current</td>
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<tr>
<td>Months Since</td>
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<tr>
<th>Multi-Eng</th>
<th>Rotorcraft</th>
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<tbody>
<tr>
<td>UNK/NR</td>
<td>UNK/NR</td>
</tr>
</tbody>
</table>

---Instrument Rating(s)---

- NONE

---Narrative---

THE UNLICENSED PLT WAS CONDUCTING AN UNAUTHORIZED FLT WHEN THE ACCIDENT OCCURRED. THE PLT TOOK OFF FROM A 500' FLD ADJACENT TO A CLOSED RWY AT SHAWNEE, OK. WITNESSES STATED THAT THE ACFT ASSUMED AN EXCESSIVELY NOSE HIGH ATTITUDE IMMEDIATELY AFTER TAKEOFF AND THE LEFT WING DROPPED FOLLOWED BY THE NOSE AT APRX 50 FT AGL. THE ACFT IMPACTED IN AN EXTREME NOSE DOWN ATTITUDE. THE PLT, WHO WAS UNRESTRAINED, WAS FATALY INJURED. THE PLT HAD RECEIVED THERAPY FOR MENTAL DISORDERS OVER AN EXTENDED PERIOD OF TIME.
Brief of Accident (Continued)

File No. - 2874  12/21/85  SHAWNEE, OK  A/C Reg. No. N4066U  Time (Lcl) - 1525 CST

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

Finding(s)
1. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - UNQUALIFIED PERSON
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
3. STALL - INADVERTENT - UNQUALIFIED PERSON

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

Finding(s)
4. SEAT BELT - NOT USED - UNQUALIFIED PERSON
5. DESCENT - UNCONTROLLED - UNQUALIFIED PERSON

---Probable Cause---

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

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

<table>
<thead>
<tr>
<th>Type Operating Certificate</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
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</thead>
<tbody>
<tr>
<td>NONE (GENERAL AVIATION)</td>
<td>DESTROYED</td>
<td>Fatal</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Serious</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Minor</td>
</tr>
<tr>
<td></td>
<td></td>
<td>None</td>
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<table>
<thead>
<tr>
<th>Type of Operation</th>
<th>Flight Conducted Under</th>
<th>Accident Occurred During</th>
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<tbody>
<tr>
<td>-PERSONAL</td>
<td>-14 CFR 91</td>
<td>-DESCENT</td>
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<table>
<thead>
<tr>
<th>Make/Model</th>
<th>Eng Make/Model</th>
<th>Number Engines</th>
<th>Engine Type</th>
<th>Stall Warning System</th>
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<tbody>
<tr>
<td>CESSNA 175</td>
<td>CONTINENTAL GO-300 SERIES</td>
<td>1</td>
<td>RECIPROCATING-CARBURETOR</td>
<td>YES/NO</td>
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<table>
<thead>
<tr>
<th>Max Gross Wt</th>
<th>No. of Seats</th>
<th>Itinerary</th>
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<tbody>
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<td>2350</td>
<td>4</td>
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<table>
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<tr>
<th>Landing Gear</th>
<th>.getAccount(Eng Make/Model)</th>
<th>Engine Type</th>
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<tbody>
<tr>
<td>TRICYCLE-FIXED</td>
<td>CONTINENTAL GO-300 SERIES</td>
<td>RECIPROCATING-CARBURETOR</td>
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<td>Method - N/A</td>
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<td>Completeness - N/A</td>
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<td>Basic Weather - VMC</td>
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<tr>
<td>Wind Dir/Speed - 200/005 KTS</td>
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<tr>
<td>Visibility - UNK/NR</td>
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<tr>
<td>Lowest Sky/Clouds - CLEAR</td>
</tr>
<tr>
<td>Lowest Ceiling - NONE</td>
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<tr>
<td>Obstructions to Vision - NONE</td>
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<tr>
<td>Precipitation - NONE</td>
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<tr>
<td>Condition of Light - DUSK</td>
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<table>
<thead>
<tr>
<th>Environment/Operations Information</th>
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<tr>
<td>Itinerary</td>
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<tr>
<td>Last Departure Point</td>
</tr>
<tr>
<td>EUGENE, OR</td>
</tr>
<tr>
<td>Destination</td>
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<td>WHITE CITY, OR</td>
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<td>Airport Proximity</td>
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<tr>
<td>OFF AIRPORT/STRIP</td>
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<tr>
<td>Airport Data</td>
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<tr>
<td>BEAGLE SKY RANCH</td>
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<td>Runway Ident - 32</td>
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<tr>
<td>Runway Lth/Wid - 3000/200</td>
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<tr>
<td>Runway Surface - GRASS/TURF</td>
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<tr>
<td>Runway Status - DRY</td>
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<td>Type of Flight Plan - NONE</td>
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<td>Type of Clearance - NONE</td>
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<tr>
<td>Type Apch/Lndg - TRAFFIC PATTERN</td>
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<td>Full Stop</td>
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---Personnel Information---

<table>
<thead>
<tr>
<th>Pilot-In-Command</th>
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<tbody>
<tr>
<td>Certificate(s)/Rating(s)</td>
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<tr>
<td>Age - 49</td>
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<td>Biennial Flight Review</td>
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<td>Current - N/A</td>
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<tr>
<td>EXPIRED</td>
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<td>Flight Time (Hours)</td>
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<td>Total - 100</td>
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<tr>
<td>Make/Model - 100</td>
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<tr>
<td>Last 30 Days - UNK/NR</td>
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<tr>
<td>Instrument - 0</td>
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<tr>
<td>Last 90 Days - UNK/NR</td>
</tr>
</tbody>
</table>

---Narrative---

THE ACFT CRASHED AFTER STALLING DURING A GO-AROUND ATTEMPT. WITNESSES SAID THE ACFT WAS ON FINAL APPROACH TO THE UNLIGHTED ARPT WITH 40 DEGREES OF FLAP WHEN THE GO-AROUND ATTEMPT WAS MADE. THE ACFT ROLLED AND TURNED 180 DEGREES BEFORE IMPACTING THE GROUND NOSE FIRST.
Occurrence #1
Phase of Operation - APPROACH - GO-AROUND (VFR)

Finding(s)
1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. STALL - UNCONTROLLED - PILOT IN COMMAND
3. LIGHT CONDITION - DUSK

Occurrence #2
Phase of Operation - DESCENT - UNCONTROLLED

---Probable Cause---

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

File No. - 2899  3/24/85   PERKASIE, PA   A/C Reg. No. N5234G  Time (Lcl) - 1410 EST

---Basic Information---
Type Operating Certificate - NONE (GENERAL AVIATION)
Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

---Aircraft Information---
Make/Model - CESSNA L-19
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2430
No. of Seats - 2

---Environment/Operations Information---
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 005 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 6000 FT UNK/NR
Lowest Ceiling -
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

---Narrative---
Brief of Accident (Continued)

File No. - 2899  3/24/85  PERKASIE, PA  A/C Reg. No. N5234G  Time (Lcl) - 1410 EST

---Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1, 5, 6.
**Brief of Accident**

File No. - 2849  
9/22/85 CHALKHILL, PA  
A/C Reg. No. N32TV  
Time (Lcl) - 1010 EDT

--- Basic Information ---

<table>
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<th>A/C Reg. No.</th>
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<table>
<thead>
<tr>
<th>Accident Occurred During</th>
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<tbody>
<tr>
<td>Flight Conducted Under</td>
<td>- 14 CFR 133</td>
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<th>Fatal</th>
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<tr>
<td>DEstroyed</td>
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<tr>
<td>Crew</td>
<td>1</td>
<td>0</td>
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<tr>
<td>Pass</td>
<td>0</td>
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--- Aircraft Information ---

<table>
<thead>
<tr>
<th>Make/Model</th>
<th>Number Engines</th>
<th>Elt Installed/Activated</th>
<th>Stall Warning System</th>
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<tbody>
<tr>
<td>BELL 206B</td>
<td>1</td>
<td>YES/NO</td>
<td>NO</td>
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<td>Allision 250-C20</td>
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<tr>
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<td>TURBOSHAFT</td>
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--- Environment/Operations Information ---

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<tr>
<td>Completeness</td>
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<td>Runway Lth/Wd - N/A</td>
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<td>Runway Lth/Wd - N/A</td>
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<td>Wind Dir/Speed</td>
<td>CALM</td>
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<td>Lowest Sky/Clouds</td>
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<td></td>
</tr>
<tr>
<td>Lowest Ceiling</td>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>Obstructions to Vision</td>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>Precipitation</td>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>Condition of Light</td>
<td>DAYLIGHT</td>
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<table>
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<tr>
<th>Personnel Information</th>
<th>Pilot-In-Command</th>
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</thead>
<tbody>
<tr>
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<tr>
<td>Medical Certificate</td>
<td>VALID MEDICAL-WAIVERS/LIMIT</td>
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<table>
<thead>
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<th>Certificate(s)/Rating(s)</th>
<th>Flight Time (Hours)</th>
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<td>Current</td>
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<td>Make/Model</td>
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<tr>
<td>Last 30 Days</td>
<td>UNK/NR</td>
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<td>Instrument</td>
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<td>Multi-Eng</td>
<td>UNK/NR</td>
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<tr>
<td>Rotorcraft</td>
<td>8500</td>
</tr>
</tbody>
</table>

--- Narrative ---

The helicopter was being used on an external load operation with a 100 ft cable attached. When a 618 lb load was ready to be moved, the pilot started the engine, lifted off and moved the helicopter to a hover over the load. The loaders hooked the load to the cable & gave the pilot a signal to depart. Then, they noticed the cable was drooped over the aft part of the left skid. The crew tried to signal the pilot, but as the helicopter lifted the load, it began moving in a rearward & left turning, pendulous motion. Subsequently, the helicopter crashed nearly inverted onto wooded terrain. After the accident, the 100 ft cable was above the helicopter in a tree & extended to where it was wrapped around another tree. All of the circuit breakers were found open. The cargo hook had a manual & an electrical release. The cargo hook was torn from the helicopter.
Occurrence #1  
**Phase of Operation**  - LOSS OF CONTROL - IN FLIGHT   
**Finding(s)**  
1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND  
2. PICK-UP EQUIPMENT - INCORRECT  
3. ELECTRICAL SYSTEM, CIRCUIT BREAKER - NOT ENGAGED  
4. CREW/GROUP COORDINATION - INADEQUATE - GROUND PERSONNEL  

Occurrence #2  
**Phase of Operation**  - IN FLIGHT COLLISION WITH TERRAIN  
**Finding(s)**  
1. PICK-UP EQUIPMENT - INCORRECT  
2. ELECTRICAL SYSTEM, CIRCUIT BREAKER - NOT ENGAGED  
3. CREW/GROUP COORDINATION - INADEQUATE - GROUND PERSONNEL  

---Probable Cause---  

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
Brief of Accident

---Basic Information---

<table>
<thead>
<tr>
<th>Type of Operation</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUSINESS</td>
<td>SUBSTANTIAL</td>
<td>Fatal: 0</td>
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<table>
<thead>
<tr>
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<th>Fire Crew</th>
<th>Pass</th>
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</thead>
<tbody>
<tr>
<td>- 14 CFR 91</td>
<td>0</td>
<td>0</td>
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</table>

Accident Occurred During - LANDING

---Aircraft Information---

<table>
<thead>
<tr>
<th>Make/Model</th>
<th>Number Engines</th>
<th>ELT Installed/Activated</th>
<th>Stall Warning System</th>
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<tbody>
<tr>
<td>PIPER PA-34</td>
<td>2</td>
<td>YES/YES</td>
<td>YES</td>
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Eng Make/Model - CONTINENTAL TSO-360

---Environment/Operations Information---

<table>
<thead>
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<th>Itinerary</th>
<th>Airport Proximity</th>
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<tr>
<td>Method: TELEPHONE</td>
<td>Destination</td>
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<td>Completeness: UNK/NR</td>
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<td>Wind Dir/Speed: 120/012 KTS</td>
<td>Runway Surface: ASPHALT</td>
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<tr>
<td>Visibility: 1,000 SM</td>
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<td>Lowest Sky/Clouds: UNK/NR</td>
<td>Type of Flight Plan: IFR</td>
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<td>Lowest Ceiling: 700 FT</td>
<td>Type of Clearance: IFR</td>
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<td>Obstructions to Vision: UNK/NR</td>
<td>Type Apch/Lndg: TRAFFIC PATTERN</td>
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<tr>
<td>Precipitation: RAIN</td>
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<td>Condition of Light: DAYLIGHT</td>
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---Personnel Information---

<table>
<thead>
<tr>
<th>Pilot-In-Command</th>
<th>Age</th>
<th>Medical Certificate</th>
<th>Flight Time (Hours)</th>
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<td>SE LAND, ME LAND</td>
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<td></td>
<td></td>
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Instrument Rating(s) - AIRPLANE

---Narrative---

PIPER AIRCRAFT RAN OFF THE RUNWAY DURING LANDING AT HAZLETON PENNSYLVANIA. ACCORDING TO THE PILOT THE FIRST APPROACH WAS MISSED DUE TO BAD VISIBILITY. THE FLIGHT RETURNED TO THE INITIAL APPROACH FIX FOR A SECOND ATTEMPT. THE PILOT BROKE OUT OF THE CLOUDS AT ABOUT 700 FT, THE PILOT SET FULL FLAPS AND TOUCHED DOWN ABOUT MID WAY DOWN RUNWAY 28. THE AIRCRAFT BEGAN TO HYDROPANE ON THE WET SURFACE. ON APPLYING POWER FOR GO AROUND, THE RIGHT ENGINE DID NOT RESPOND. THE PILOT REDUCED POWER TO ABORT. THE AIRCRAFT CONTINUED OFF THE RUNWAY BREAKING ONE RUNWAY LIGHT, GROUND LOOPED COLLAPSING RIGHT MAIN GEAR.
Occurrence #1
Phase of Operation APPROACH - MISSED APPROACH (IFR)
Finding(s)
  1. WEATHER CONDITION - FOG

Occurrence #2
Phase of Operation LANDING - FLARE/TOUCHDOWN
Finding(s)
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3
Phase of Operation OVERRUN

Occurrence #4
Phase of Operation GEAR COLLAPSED

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2
**National Transportation Safety Board**
Washington, D.C. 20594

**Brief of Accident**

File No. - 2898  12/15/85  MT. JOY, PA  A/C Reg. No. N7177W  Time (Lcl) - 1245 EST

--- Basic Information ---

<table>
<thead>
<tr>
<th>Type Operating Certificate</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE (GENERAL AVIATION)</td>
<td>SUBSTANTIAL</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Type of Operation</th>
<th>Fatal</th>
<th>Serious</th>
<th>Minor</th>
<th>None</th>
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<tr>
<td>PERSONAL</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
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<table>
<thead>
<tr>
<th>Flight Conducted Under</th>
<th></th>
<th></th>
<th></th>
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<tbody>
<tr>
<td>14 CFR 91</td>
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<td></td>
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<table>
<thead>
<tr>
<th>Accident Occurred During</th>
<th></th>
<th></th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>LANDING</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

--- Aircraft Information ---

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2175
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

--- Environment/Operations Information ---

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point - LANCASTER, PA
Destination - MT. JOY, PA

--- Personnel Information ---

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

<table>
<thead>
<tr>
<th>Age</th>
<th>Biennial Flight Review</th>
<th>Medical Certificate</th>
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<tbody>
<tr>
<td>UNK/NR</td>
<td>Current - UNK/NR</td>
<td>Total - UNK/NR</td>
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<tr>
<td>UNK/NR</td>
<td>Months Since - UNK/NR</td>
<td>Last 24 Hrs - UNK/NR</td>
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<tr>
<td>UNK/NR</td>
<td>Make/Model - UNK/NR</td>
<td>Last 30 Days - UNK/NR</td>
</tr>
<tr>
<td>UNK/NR</td>
<td>Instrument - UNK/NR</td>
<td>Last 90 Days - UNK/NR</td>
</tr>
<tr>
<td>UNK/NR</td>
<td>Multi-Eng - UNK/NR</td>
<td>Rotorcraft - UNK/NR</td>
</tr>
</tbody>
</table>

--- Narrative ---

PIPER AIRCRAFT WAS IN CRUISE FLIGHT FROM LANCASTER, PA TO MT JOY, PA. WHEN AN OIL LINE APPARENTLY FRACTURED. AN EMERGENCY LANDING WAS MADE IN A FIELD. DURING LANDING, THE NOSE COLLAPSED AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED.
<table>
<thead>
<tr>
<th>Occurrence #1</th>
<th>AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>CRUISE</td>
</tr>
<tr>
<td>Finding(s)</td>
<td>1. LUBRICATING SYSTEM, OIL LINE - BURST</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Occurrence #2</td>
<td>FORCED LANDING</td>
</tr>
<tr>
<td>Phase of Operation</td>
<td>CRUISE</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Occurrence #3</td>
<td>NOSE GEAR COLLAPSED</td>
</tr>
<tr>
<td>Phase of Operation</td>
<td>LANDING - FLARE/TOUCHDOWN</td>
</tr>
<tr>
<td>Finding(s)</td>
<td>2. LANDING GEAR, NOSE GEAR - OVERLOAD</td>
</tr>
</tbody>
</table>

--- 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

Brief of Accident

File No. - 2857  7/06/85  KEYSSTONE, SD  A/C Reg. No. N5410W  Time (Lc1) - 1109 MDT

---Basic Information---

<table>
<thead>
<tr>
<th>Type Operating Certificate</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
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</thead>
<tbody>
<tr>
<td>NONE (GENERAL AVIATION)</td>
<td>DESTROYED</td>
<td>Fatal: 0</td>
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</table>

<table>
<thead>
<tr>
<th>Type of Operation</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>SIGHTSEEING</td>
<td>Fire</td>
<td>Crew: NONE</td>
</tr>
<tr>
<td>DESCENT</td>
<td></td>
<td>Serious: 1</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Flight Conducted Under</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>-14 CFR 91</td>
<td>Minor: 0</td>
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</table>

<table>
<thead>
<tr>
<th>Accident Occurred During</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>Minor: 0</td>
</tr>
</tbody>
</table>

---Aircraft Information---

<table>
<thead>
<tr>
<th>Make/Model</th>
<th>Engine Make/Model</th>
<th>ELT Installed/Activated</th>
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</thead>
<tbody>
<tr>
<td>HUGHES 369HS</td>
<td>ALLISON 250-C18B</td>
<td>NO</td>
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</table>

<table>
<thead>
<tr>
<th>Landing Gear</th>
<th>Number Engines</th>
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<tbody>
<tr>
<td>HIGH SKID</td>
<td>1</td>
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<table>
<thead>
<tr>
<th>Max Gross Wt</th>
<th>Engine Type</th>
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<tbody>
<tr>
<td>2550</td>
<td>TURBO SHAFT</td>
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<table>
<thead>
<tr>
<th>No. of Seats</th>
<th>Rated Power</th>
</tr>
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<tbody>
<tr>
<td>5</td>
<td>278 HP</td>
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---Environment/Operations Information---

<table>
<thead>
<tr>
<th>Weather Data</th>
<th>Itinerary</th>
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<tbody>
<tr>
<td>Wx Briefing N/R</td>
<td>Last Departure Point</td>
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<tr>
<td>Method N/R</td>
<td>SAME AS ACC/INC</td>
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<tr>
<td>Completeness N/R</td>
<td>Destination</td>
</tr>
<tr>
<td>Basic Weather VMC</td>
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<table>
<thead>
<tr>
<th>Wind Dir/Speed</th>
<th>Type of Flight Plan</th>
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<td>VARIABLE/005 KTS</td>
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<table>
<thead>
<tr>
<th>Visibility</th>
<th>Type of Clearance</th>
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<tr>
<td>20.0 SM</td>
<td>NONE</td>
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<table>
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<tr>
<th>Lowest Sky/Clouds</th>
<th>Type Apch/Lndg</th>
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<tbody>
<tr>
<td>CLEAR</td>
<td>TRAFFIC PATTERN</td>
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<table>
<thead>
<tr>
<th>Lowest Ceiling</th>
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<tbody>
<tr>
<td>NONE</td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Obstructions to Vision</th>
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<tbody>
<tr>
<td>NONE</td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Precipitation</th>
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<tbody>
<tr>
<td>NONE</td>
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<table>
<thead>
<tr>
<th>Condition of Light</th>
<th>Air Traffic</th>
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<tbody>
<tr>
<td>DAYLIGHT</td>
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---Personnel Information---

<table>
<thead>
<tr>
<th>Pilot-In-Command</th>
<th>Age</th>
<th>Medical Certificate</th>
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<tbody>
<tr>
<td>Certificate(s)/Rating(s)</td>
<td>24</td>
<td>VALID MEDICAL-WAIVERS/LIMIT</td>
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<table>
<thead>
<tr>
<th>Biennial Flight Review</th>
<th>Flight Time (Hours)</th>
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<tr>
<td>Commercial</td>
<td>1479</td>
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<table>
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<th>Monthly Since</th>
<th>Make/Model/Aircraft Type</th>
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<tbody>
<tr>
<td>1</td>
<td>369HS</td>
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</tbody>
</table>

Instrument Rating(s) - NONE

---Narrative---

MAIN ROTOR HUB WAS OVERHAULED BY A REPAIR STATION THAT WAS NOT AUTHORIZED BY HUGHES HELICOPTERS FOR HUB OVERHAULS. THE MAIN ROTOR HUB AND BLADES SEPARATED IN-FLT 279 HRS AFTER OVERHAUL. THE ACFT CRASHED IN A DENSILY WOODED AREA. POST ACCIDENT EXAM OF THE MAIN ROTOR SYSTEM REVEALED THE TORSION-TENSION STRAP PACK FAILED DUE TO FATIGUE CRACKING IN THE STAINLESS STEEL LAMINANTS. METALLURGICAL EXAM REVEALED EVIDENCE OF CORROSION PITTING IN THE LAMINANTS. THE CORROSION PITS WERE THE ORIGIN OF FATIGUE CRACKS. THE MAXIMUM ALLOWABLE NUMBER OF LAMINANT FAILURES IN ANY ONE STRAP IS 3. THE FAILED STRAP PACK CONTAINED 9 FATIGUE FAILED LAMINANTS.
### Brief of Accident (Continued)

<table>
<thead>
<tr>
<th>Occurrence #1</th>
<th>AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>APPROACH - VFR PATTERN - BASE TURN</td>
</tr>
<tr>
<td>Finding(s)</td>
<td>1. ROTOR SYSTEM, MAIN ROTOR BLADE - SEPARATION</td>
</tr>
<tr>
<td></td>
<td>2. ROTOR SYSTEM, MAIN ROTOR HUB - SEPARATION</td>
</tr>
<tr>
<td></td>
<td>3. MAINTENANCE, OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Occurrence #2</th>
<th>LOSS OF CONTROL - IN FLIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>APPROACH - VFR PATTERN - BASE TURN</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Occurrence #3</th>
<th>IN FLIGHT COLLISION WITH OBJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase of Operation</td>
<td>DESCENT - UNCONTROLLED</td>
</tr>
<tr>
<td>Finding(s)</td>
<td>4. OBJECT - TREE(S)</td>
</tr>
</tbody>
</table>

---Probable Cause---

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

**File No.** - 2828  
**10/03/85**  
**CHAMBERLAIN, SD**  
**A/C Reg. No.** - N40359  
**Time (Lcl) -** - 1445 CDT

#### Basic Information

- **Type Operating Certificate:** NONE (GENERAL AVIATION)  
- **Aircraft Damage:** DESTROYED  
- **Injuries:**  
  - Fire: 1  
  - Crew: NONE  
  - Fatal: 1  
  - Serious: 0  
  - Minor: 0  
  - None: 0

- **Type of Operation:** PERSONAL  
- **Flight Conducted Under:** 14 CFR 91  
- **Accident Occurred During:** DESCENT

#### Aircraft Information

- **Make/Model:** PIPER PA-18-150  
- **Eng Make/Model:** LYCOMING 0-320-A2B  
- **Landing Gear:** TAILWHEEL-ALL FIXED  
- **Max Gross Wt:** 1625  
- **No. of Seats:** 1  
- **ELT Installed/Activated:** YES/NO  
- **Stall Warning System:** NO  
- **Engine Type:** RECIPROCATING-CARBURETOR  
- **Rated Power:** 150 HP

#### Environment/Operations Information

- **Wx Briefing:** NO RECORD OF BRIEFING  
- **Method:** N/A  
- **Completeness:** N/A  
- **Basic Weather:** VMC  
- **Wind Dir/Speed:** 315/025 KTS  
- **Visibility:** 15.0 SM  
- **Lowest Sky/Clouds:** UNK/NR  
- **Lowest Ceiling:** 500 FT OVERCAST  
- **Obstructions to Vision:** NONE  
- **Precipitation:** RAIN  
- **Condition of Light:** DAYLIGHT  
- **Type of Flight Plan:** NONE  
- **Type of Clearance:** NONE  
- **Type Apch/Lndg:** NONE  
- **Airport Proximity:** UNK/NR

#### Personnel Information

- **Pilot-In-Command:**  
  - **Certificate(s)/Rating(s):** COMMERCIAL, SE LAND, ME LAND  
  - **Age:** 43  
  - **Biennial Flight Review:** UNK/NR  
  - **Flight Time (Hours):** Total - 4000, Last 24 Hrs - UNK/NR, Last 30 Days - UNK/NR, Last 90 Days - UNK/NR  
  - **Make/Model:** UNK/NR  
  - **Aircraft Type:** UNK/NR  
  - **Instrument:** 100  
  - **Multi-Eng:** 2500

#### Narrative

THE PLT AND HIS PASSENGER FRIEND WERE LOOKING FOR STRAY CATTLE WHEN APRX AT 142 FT ABOVE THE GROUND THEIR ACFT STRUCK AN ANTENNAE MOUNTED ON A MICROWAVE TOWER. THE ACFT DESCENDED AND WAS DESTROYED ON GROUND IMPACT.
Occurrence #1
IN FLIGHT COLLISION WITH OBJECT
Phase of Operation
MANEUVERING
Finding(s)
1. OBJECT - ELECT TOWER
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. VISUAL LOOKOUT - NOT PERFORMED - 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) 2, 3
## Brief of Accident

**File No. - 2811**  
**11/27/85**  
**HAYES, SD**  
**A/C Reg. No. N6884B**  
**Time (Lc1) - 1630 MST**

### Basic Information

<table>
<thead>
<tr>
<th>Type Operating Certificate</th>
<th>Airframe Damage</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE (GENERAL AVIATION)</td>
<td>SUBSTANTIAL Fire</td>
<td>None</td>
</tr>
<tr>
<td>Type of Operation</td>
<td>Crew 0 Fatal 0 Serious 0 Minor 0 None 1</td>
<td></td>
</tr>
<tr>
<td>Flight Conducted Under</td>
<td>Pass 0 0 0 0 0</td>
<td></td>
</tr>
<tr>
<td>Accident Occurred During</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Aircraft Information

<table>
<thead>
<tr>
<th>Make/Model</th>
<th>Eng Make/Model</th>
<th>ELT Installed/Activated</th>
</tr>
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<tbody>
<tr>
<td>PIPER PA-18-150</td>
<td>LYCOMING 0-320-A2A</td>
<td>NO / N/A</td>
</tr>
<tr>
<td>Landing Gear</td>
<td>Number Engines 1</td>
<td>Stall Warning System YES</td>
</tr>
<tr>
<td>SKI/WHEEL</td>
<td>Engine Type - RECIPROCATING-CARBURETOR</td>
<td></td>
</tr>
<tr>
<td>Max Gross Wt 1625</td>
<td>Rated Power - 150 HP</td>
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### Environment/Operations Information

<table>
<thead>
<tr>
<th>Weather Data</th>
<th>Itinerary</th>
<th>Airport Proximity</th>
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<tbody>
<tr>
<td>Wx Briefing - NO RECORD OF BRIEFING</td>
<td>Last Departure Point HAYES, SD</td>
<td>Same as ACC/INC</td>
</tr>
<tr>
<td>Method N/A</td>
<td>Destination</td>
<td>Off Airport/Strip</td>
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<tr>
<td>Basic Weather - VMC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wind Dir/Speed - 050/006 KTS</td>
<td></td>
<td>Runway Ident N/A</td>
</tr>
<tr>
<td>Visibility - 60.0 SM</td>
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<td>Runway Lth/Wid N/A</td>
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<tr>
<td>Lowest Sky/Clouds - 4000 FT SCATTERED</td>
<td>ATC/airspace NONE</td>
<td>Runway Surface SNOW</td>
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<tr>
<td>Lowest Ceiling - 23000 FT OVERCAST</td>
<td>Type of Flight Plan NONE</td>
<td>Runway Status SNOW - CRUSTED</td>
</tr>
<tr>
<td>Obstructions to Vision - NONE</td>
<td>Type Apch/Lndg FULL STOP</td>
<td>SNOW - COMPACTED</td>
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<tr>
<td>Precipitation - NONE</td>
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<td></td>
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<tr>
<td>Condition of Light - DAYLIGHT</td>
<td></td>
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### Personnel Information

<table>
<thead>
<tr>
<th>Pilot-In-Command</th>
<th>Age - 27</th>
<th>Medical Certificate</th>
<th>Flight Time (Hours)</th>
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<tbody>
<tr>
<td>Certificate(s)/Rating(s)</td>
<td>Biennial Flight Review</td>
<td>Current - YES</td>
<td>Total - 3630 Last 24 Hrs - UNK/NR</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SE LAND, ME LAND</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Make/Model - 500</td>
<td>Last 30 Days - UNK/NR</td>
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<tr>
<td></td>
<td></td>
<td>Aircraft Type - UNK/NR</td>
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<tr>
<td></td>
<td></td>
<td>Instrument - 90</td>
<td>Last 90 Days - 65</td>
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<td></td>
<td></td>
<td>Multi-Eng - 130</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Instrument Rating(s)</th>
<th>AIRPLANE</th>
</tr>
</thead>
</table>

### Narrative

THE PLT STATED THAT DURING THE UPHILL LDG ON SNOW COVERED TERRAIN, THE ACFT CRESTED THE HILL, THEN STARTED DOWNHILL ON THE OPPOSITE SIDE. ACCORDING TO THE PLT HE WAS UNABLE TO STOP THE ACFT BEFORE REACHING A CLIFF. THE PLT EGRESS THE ACFT PRIOR TO IT GOING OVER THE CLIFF. A TAILWIND WAS PRESENT DURING THE LANDING.
Occurrence #1  OVERRUN
Phase of Operation  LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - SNOW COVERED
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - DOWNHILL
4. WEATHER CONDITION - TAILWIND

---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
National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2903  
6/19/85 ROCKSPRINGS, TX  
A/C Reg. No. N199TA  
Time (Lcl) - 1510 CDT

Type Operating Certificate - NONE (GENERAL AVIATION)  
Type of Operation - EXECUTIVE/CORPORATE  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Aircraft Damage - DESTROYED  
Fire - NONE  
Crew - Fatal 1  
Pass - 0  
Injuries - Serious 0  
Minor 0  
None 0

Make/Model - SWEARINGEN SA-26AT  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 10062  
No. of Seats - 8

Eng Make/Model - GARRETT TPE-331-1151G  
Engine Type - TURBOPROP  
Rated Power - 665 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

Max Gross Wt 10062  
No. of Seats 8

----Environment/Operations Information---

Weather Data - VMC  
Wind Dir/Speed - 080/003 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 2000 FT SCATTERED  
Lowest Ceiling - 5000 FT BROKEN  
Obstructions to Vision - NONE  
Piloting Aerial Pattern - NONE  
Visibility - DAYLIGHT

Airport Proximity - OFF AIRPORT/STRIP  
Itinerary -  
Last Departure Point - DEL RIO, TX  
Destination - MCGREGORY, TX

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Status - N/A  
Runway Surface - N/A

----Personnel Information---

Pilot-In-Command - Age - 45  
Certificate(s)/Rating(s) -  
Biennial Flight Review -  
Flight Time (Hours) -  
Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Commercial - Current - YES  
Months Since - 3  
Aircraft Type - SA-26AT

Instrument Rating(s) - AIRPLANE

----Narrative----

AS THE A/CFT WAS CLIMBING THRU 14,800' FOR 19,000', THE PLT REPORTED A RAPID DECOMPRESSION. TWO MINUTES LATER, 
HE REPORTED THAT HE HAS LOST THE TAIL. A/CFT IMPACTED IN AN INVERTED FLAT SPIN AND THE TAIL AND A SECTION OF 
EMPENNAGE WERE FOUND ABOUT 3/4 MILE AWAY FROM MAIN WRECKAGE. INVESTIGATION REVEALED THAT A SKIN SEAM HAD SPLIT 
OPEN ALONG A 54' SPAN IN AN AREA WHERE 2 PIECES OF "L" SHAPED CHANNEL HAD BEEN RIVETED TOGETHER TO FORM A
STRINGER. NORMALLY THE STRINGER WOULD BE MADE USING A SINGLE PIECE OF "T" SHAPED CHANNEL. THE NON-STANDARD STRINGER 
HAD BEEN FABRICATED DURING REPAIRS MADE ON THE A/CFT FOLLOWING A GEAR UP LANDING 7 YRS PRIOR TO THIS ACCIDENT.

ANALYSIS REVEALED THAT THE RIVETS HOLDING THE "L" CHANNELS TOGETHER AND FAILED IN FATIGUE DUE TO TENSILE CYCLIC 
LOADING WHENEVER THE A/CFT WAS PRESSURIZED. A/CFT HAD A HISTORY OF PRESSURIZATION PROBLEMS FOLLOWING THE REPAIR THAT 
WAS NOT PROPERLY PERFORMED OR INSPECTED.
Occurrence #1  DECOMPRESSION  
Phase of Operation  CLIMB - TO CRUISE  
Finding(s)  
1. FUSELAGE - DECOMPRESSION  
2. FUSELAGE, SKIN - SEPARATION  
3. FUSELAGE STRINGER - FATIGUE  
4. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL  
5. FACILITY, INADEQUATE DESIGN (STANDARD/REQUIREMENT) - OTHER MAINTENANCE PSNL  
6. FUSELAGE, STRINGER - PREVIOUS DAMAGE  
7. MAINTENANCE, INSPECTION OF AIRCRAFT - NOT PERFORMED - OTHER MAINTENANCE PSNL  
8. FACILITY, INADEQUATE DESIGN (STANDARD/REQUIREMENT) - FAA (ORGANIZATION)  

Occurrence #2  AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation  DESCENT - EMERGENCY  
Finding(s)  
9. FUSELAGE - SEPARATION  

Occurrence #3  LOSS OF CONTROL - IN FLIGHT  
Phase of Operation  DESCENT - UNCONTROLLED  

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, 4, 6, 7, 9  
Factor(s) relating to this accident is/are finding(s) 5, 8
### Brief of Accident

**File No. - 2921**  
8/07/85  
DALLAS, TX  
A/C Reg. No. N5356M  
Time (Lcl) - 1850 CDT

#### Basic Information

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<tr>
<th>Type Operating Certificate</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
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<td>COMMUTER</td>
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#### Aircraft Information

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<th>Eng Make/Model</th>
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#### Environment/Operations Information

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<td>Method</td>
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#### Personnel Information

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<th>Pilot-In-Command</th>
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<td>Aircraft Type</td>
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### Narrative

THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE WHEN IT LANDED WITH THE GEAR UP. THE PILOTS REPORTED LOWERING THE GEAR, BUT DID NOT CONFIRM THE GEAR POSITION. THE TOWER TRANSMITTED A WARNING, BUT THE CREW DID NOT RESPOND. SUBSEQUENT INVESTIGATION REVEALED A MALFUNCTION IN THE VOLTAGE REGULATORS ON BOTH GENERATORS. THE BATTERY VOLTAGE AVAILABLE WAS NOT SUFFICIENT TO INITIATE GEAR EXTENSION. MANUAL GEAR EXTENSION WAS AVAILABLE.
Brief of Accident (Continued)

File No. - 2921  8/07/85  DALLAS, TX  A/C Reg. No. N5356M  Time (Lcl) - 1850 CDT

Occurrence #1  AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation  APPROACH - VFR PATTERN - FINAL APPROACH
Finding(s)
1. ELECTRICAL SYSTEM, VOLTAGE REGULATOR - FAILURE, TOTAL
2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
4. BATTERY - INADVERTENT USE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, IMPROPER TRAINING (EMERGENCY PROCEDURE(S)) - CHECK PILOT

---Probable Cause---
The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1, 3, 6, 8

Occurrence #2  GEAR COLLAPSED
Phase of Operation  LANDING - ROLL
Finding(s)
6. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
8. CHECKLIST - IMPROPER USE OF - PILOT IN COMMAND
Brief of Accident

File No. - 2927  8/23/85  BIG SPRING, TX  A/C Reg. No. N7401R  Time (Lcl) - 2035 CDT

---Basic Information---

Type Operating Certificate - NONE (GENERAL AVIATION)
Aircraft Damage  - DESTROYED
Injuries  - Fire
Crew  - 0
Fatal  - 2
Serious  - 0
Minor  - 0
None  - 0
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

---Aircraft Information---

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 4
Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
ELT Installed/Activated - YES/NO
Stall Warning System - YES
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 140 HP

---Environment/Operations Information---

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Basic Weather - VMC
Wind Dir/Speed - CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point - SAME AS ACC/INC
Destination - ODESSA, TX

Airport Proximity
ON AIRPORT

Runway Data
Runway Ident - 35
Runway Lth/Wd - 8800/150
Runway Surface - DRY
Runway Status - FULL STOP

---Personnel Information---

Pilot-in-Command
Certificate(s)/Rating(s) - COMMERCIAL, CFI, SE LAND, ME LAND
Biennial Flight Review - 2380
Current - YES
Total - Last 24 Hrs - UNK/NR
Months Since - 7
Make/Model - 49
Last 30 Days - UNK/NR
Aircraft Type - PA24260
Instrument - 0
Last 90 Days - 0
Multi-Eng - 67

Instrument Rating(s) - AIRPLANE

---Narrative---

Brief of Accident (Continued)

File No. - 2927  8/23/85  BIG SPRING, TX  A/C Reg. No. N7401R  Time (Lcl) - 2035 CDT

Occurrence #1  FIRE  Phase of Operation  TAKEDOFF - INITIAL CLimb

Finding(s)
1. EXHAUST SYSTEM, MUFFLER - DISCONNECTED
2. EXHAUST SYSTEM, STACK - NOT ENGAGED

Occurrence #2  FORCED LANDING  Phase of Operation  DESCENT - EMERGENCY

Occurrence #3  FIRE  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
## Brief of Accident

**File No.** 2868  
**Date:** 8/30/85  
**Location:** PALO PINTO, TX  
**A/C Reg. No.:** N3255X  
**Time (Lcl):** 1720 CDT

### Basic Information

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<tr>
<th>Type Operating Certificate</th>
<th>Aircraft Damage</th>
<th>Injuries</th>
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</thead>
<tbody>
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<td>NONE (GENERAL AVIATION)</td>
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</table>

### Aircraft Information

- **Make/Model:** CESSNA L-19E  
- **Landing Gear:** TAILWHEEL-ALL FIXED  
- **Max Gross Wt:** 2430  
- **No. of Seats:** 2  
- **Eng Make/Model:** CONTINENTAL 0-470-15  
- **Eng Type:** RECIPROCATING-CARBURETOR  
- **Stall Warning System:** YES  
- **ELT Installed/Activated:** UNK/NR

### Weather Data

- **Wx Briefing:** NO RECORD OF BRIEFING  
- **Method:** N/A  
- **Completeness:** N/A  
- **Basic Weather:** VMC  
- **Wind Dir/Speed:** 150/008 KTS  
- **Visibility:** 7.0 SM  
- **Lowest Sky/Clouds:** CLEAR  
- **Lowest Ceiling:** NONE  
- **Obstructions to Vision:** NONE  
- **Precipitation:** NONE  
- **Condition of Light:** DAYLIGHT

### Environment/Operations Information

- **Itinerary**
  - Last Departure Point: MCKINNEY, TX  
  - Destination: LOCAL  
- **Type of Flight Plan:** NONE  
- **Type of Clearance:** NONE  
- **Type Apch/Lndg:** NONE  
- **Airport Proximity:** OFF AIRPORT/STRIP

### Pilot-In-Command

- **Certificate(s)/Rating(s):**  
  - PRIVATE  
  - SE LAND  
  - FREE BALLOON  
  - Age: 38  
  - Biennial Flight Review: Current - UNK/NR  
  - Medical Certificate: VALID MEDICAL-WAIVERS/LIMIT  
  - Flight Time (Hours): Total - 350  
  - Last 24 Hrs: UNK/NR  
  - Last 30 Days: UNK/NR  
  - Last 90 Days: UNK/NR  
  - Instrument Rating(s): NONE

### Narrative

The ACFT was reported by witnesses to have been flying very low over a lake just prior to accident. The ACFT collided with PWR lines after passing over a dam and was destroyed on ground impact. The PLT reported a loss PWR was experienced. The ENG was test run with no indication of a pre-impact malfunction found.
Occurrence #1  IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. OBJECT - WIRE, TRANSMISSION
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. BUZZING - INTENTIONAL - 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) 3, 4, 5

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

File No. - 2930  10/07/85  TOMBALL, TX  A/C Reg. No. N515EH  Time (Lcl) - 0810 CDT

---Basic Information---
Type Operating Certificate - AIR CARRIER - ALL CARGO

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Type of Operation - POSITIONING
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

---Aircraft Information---
Make/Model - BELL 206L-1
Landing Gear - EMERGENCY FLOAT
Max Gross Wt - 4150
No. of Seats - 6

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<td>TURBOSHIFT</td>
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ELT Installed/Activated - YES/NO
Stall Warning 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 - 050/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

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| Type Apch/Lndg | FORCED LANDING |

---Narrative---
Occurrence #1  LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation  CLIMB - TO CRUISE
Finding(s)
  1. TURBOSHAFT ENGINE,GAS GENERATOR TURBINE SHAFT - DISCONNECTED
  2. TURBOSHAFT ENGINE,GAS GENERATOR TURBINE SHAFT - FATIGUE

Occurrence #2  FORCED LANDING
Phase of Operation  DESCENT - EMERGENCY

Occurrence #3  HARD LANDING
Phase of Operation  LANDING - FLARE/TOUCHDOWN
Finding(s)
  3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NONE SUITABLE
  4. AUTOROTATION - 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

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

File No. - 2841  10/10/85  PECOS,TX  A/C Reg. No. N7110W  Time (Lcl) - 0650 CDT

---Basic Information---
Type Operating Certificate - NONE (GENERAL AVIATION)  Aircraft Damage - DESTROYED  Injuries - Fatal
Type of Operation - PERSONAL  Crew - ON GROUND  Serious - 1
Flight Conducted Under - 14 CFR 91  Pass - 0  Minor - 0
Accident Occurred During - DESCENT  None - 0

---Aircraft Information---
Make/Model - PIPER PA-28-180  Eng Make/Model - LYCOMING O-360-A1D  ELT Installed/Activated - NO - N/A
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---
Weather Data
Wx Briefing - NO RECORD OF BRIEFING  Itinerary - Last Departure Point - SAME AS ACC/INC
Method - N/A  Destination - MONAHANS,TX
Completeness - N/A  Airport Proximity - OFF AIRPORT/STRIP
Basic Weather - INC  Airport Data - PECOS MUNI
Wind Dir/Speed - 010/011 KTS  Runway Ident - 31
Visibility - 5.0 SM  Runway Lth/Wid - 6255/100
Lowest Sky/Clouds - 700 FT  Runway Surface - ASPHALT
Lowest Ceiling - 700 FT OVERCAST  Runway Status - WET
Obstructions to Vision - FOG  Type of Flight Plan - NONE
Precipitation - DRIZZLE  Type of Clearance - NONE
Condition of Light - NIGHT(DARK)  Type Apch/Lndg - NONE

---Personnel Information---
Pilot-In-Command  Certification(s)/Rating(s)
Certificate(s)/Rating(s) - PRIVATE  Biennial Flight Review - Current - NO
Private  Total - 830  Last 24 Hrs - 0
SE LAND  Make/Model - 79
Make/Model - 34  Last 30 Days - UNK/NR
Aircraft Type - PA-28  Last 90 Days - UNK/NR

---Narrative---
THE NON-INSTRUMENT RATED PVT PLT DEPARTED ON A NIGHT FLT WITH WX REPORTED AS 300 AND 2 IN FOG AND DRIZZLE. ACFT IMPACTED TERRAIN SHORTLY THEREAFTER IN A 60 DEGREE NOSE DOWN ATTITUDE. THE PLT HAD TOLD A FRIEND THAT AFTER DEPARTURE HE WOULD ACQUIRE AND THEN FOLLOW THE LIGHTS ALONG A NEARBY INTERSTATE HWY TO HIS DESTINATION. THE FRIEND, WHO WITNESSED THE DEPARTURE, STATED THAT SHORTLY AFTER LIFTOFF HE LOST SIGHT OF THE ACFT'S ROTATING BEACON DUE TO THE LOW VISIBILITY. THE PLT HAD A REPUTATION FOR FLYING IN MARGINAL OR WORSE WX AND HAD BEEN VIOLATED FOR THE SAME ON ONE PREVIOUS OCCASION. NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION WAS REVEALED DURING THE INVESTIGATION.
Brief of Accident (Continued)

File No. - 2841 10/10/85 PECOS,TX A/C Reg. No. N7110W Time (Lc1) - 0650 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - FOG
6. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
8. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/ AIRCRAFT, SPATIAL DISORIENTATION - 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) 1, 2, 3, 4, 5, 7, 8, 9

Factor(s) relating to this accident is/are finding(s) 6
Brief of Accident

File No. - 2912  10/14/85  CISCO, TX  A/C Reg. No. N2368C  Time (Lcl) - 1400 CDT

-----Basic Information-----
Type Operating Certificate - NONE (GENERAL AVIATION)  Aircraft Damage - DESTROYED
Type of Operation - PERSONAL  Injuries - Fatal  Crew - 1  Serious 0  Minor 0  None 0
Flight Conducted Under - 14 CFR 91  ON GROUND  Pass - 1 0 0 0
Accident Occurred During - DESCENT

-----Aircraft Information-----
Make/Model - CESSNA 180  Engine Make/Model - CONTINENTAL O-470-A
Landing Gear - TAILWHEEL-ALL FIXED  Number Engines - 1  ELT Installed/Activated - YES/NO
Max Gross Wt - 2550  Engine Type - RECIPROCATING-CARBURETOR
No. of Seats - 4  Rated Power - 225 HP

-----Environment/Operations Information-----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING  Itinerary - Last Departure Point
Method - N/A  Destination
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed - 350/009 KTS  ATC/Airspace - Type of Flight Plan - NONE
Visibility - UNK/NR  Type of Clearance - NONE
Lowest Sky/Clouds - 100 FT OBSCURED  Type Apch/Lndg - NONE
Obstructions to Vision - FOG
Precipitation - NONE
Condition of Light - DAYLIGHT
Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
Age - 42
Biennial Flight Review - YES
Months Since - 5
Aircraft Make/Model - UNK/NR
Aircraft Type - UNK/NR
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 700
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----
NON-INSTRUMENT RATED PVT PILOT PROCEEDED INTO INSTRUMENT WEATHER CONDITIONS. CONTROL WAS LOST AND THE AIRCRAFT IMPACTED STEEP NOSE DOWN IN CITY LIMITS. NO RECORD OF A WX BRIEFING BEING RECEIVED BY THE PILOT WAS FOUND. NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION OF AIRCRAFT WAS FOUND. NO FLIGHT PLAN WAS FILED.
Brief of Accident (Continued)

File No. - 2912  10/14/85  CISCO,TX  A/C Reg. No. N2368C  Time (Lcl) - 1400 CDT

Occurrence #1  IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation  CRUISE - NORMAL
Finding(s)
1. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND

Occurrence #2  LOSS OF CONTROL - IN FLIGHT
Phase of Operation  CRUISE - NORMAL
Finding(s)
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3  IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation  DESCENT - UNCONTROLLED
Finding(s)
5. DESCENT - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

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

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

**File No.** 2872  
**Date:** 10/16/85  
**Location:** EL PASO, TX  
**A/C Reg. No.** N23CD  
**Time (Lct):** 2301 CDT

#### Basic Information

<table>
<thead>
<tr>
<th>Aircraft Damage</th>
<th>Injuries</th>
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<tbody>
<tr>
<td>DESTROYED</td>
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<tr>
<td>ON GROUND</td>
<td>Fatal: 1</td>
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<td>Serious: 0</td>
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<td>Minor: 0</td>
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<table>
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<tr>
<th>Operating Certificate</th>
<th>ON-DEMAND AIR TAXI</th>
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<tr>
<td>Name of Carrier</td>
<td>AIR EXCHANGE INC.</td>
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<tr>
<td>Type of Operation</td>
<td>NON SCHED, DOMESTIC, CARGO</td>
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<td>Flight Conducted Under</td>
<td>14 CFR 135</td>
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#### Aircraft Information

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<tr>
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<th>MITSUBISHI MU-2B-2D</th>
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<tr>
<td>Landing Gear</td>
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<tr>
<td>Max Gross Wt</td>
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<td>No. of Seats</td>
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<tr>
<td>ELT Installed/Activated</td>
<td>UNK/NR</td>
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<tr>
<td>Engine Type</td>
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<tr>
<td>Rated Power</td>
<td>665 HP</td>
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#### Environment/Operations Information

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<th>Itinerary</th>
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<tbody>
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<td>Wx Briefing</td>
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</tr>
<tr>
<td>Method</td>
<td>TELEPHONE</td>
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<td>Completeness</td>
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<td>IMC</td>
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<td>Lowest Ceiling</td>
<td>OBSCURED</td>
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<tr>
<td>Obstructions to Vision</td>
<td>UNK/NR</td>
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<td>Precipitation</td>
<td>RAIN</td>
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<td>Condition of Light</td>
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<td>Runway Status</td>
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<table>
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<td>Destination</td>
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<th>Pilot-in-Command</th>
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<td>SE LAND, ME LAND</td>
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<td>Current</td>
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<tr>
<td>Months Since</td>
</tr>
<tr>
<td>Aircraft Type</td>
</tr>
<tr>
<td>Multi-Eng</td>
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#### Narrative

The PLT CANCELED HIS IFR FLT PLAN AND ATTEMPTED TO FLY VFR AT A RELATIVELY LOW ALT OVER MOUNTAINOUS TERRAIN WITH LOW SCATTERED CLOUDS ON A DARK NIGHT. HE REPORTED A LARGE LIGHTED AREA AS BEING DOWNTOWN EL PASO WHEN IN REALITY IT WAS MOST LIKELY CORDONADO HILLS, A DEVELOPMENT ON THE WEST SIDE OF FRANKLIN MOUNTAIN LOCATED APRX 4 MILES NORTH OF THE SOUTH END OF THE MOUNTAIN. THIS WAS PROBABLY DUE TO HAVING JUST DESCENDED FROM IFR CONDITIONS INTO VFR CONDITIONS. HIS FAMILIARITY WITH THE AREA, COMBINED WITH HIS METHOD OF FLT OPERATION (AS RELATED BY A PROFESSIONAL AQUAINTANCE), PROBABLY GAVE A FALSE SENSE OF SECURITY AND OVER CONFIDENCE IN HIS PERSONAL ABILITY.
Brief of Accident (Continued)

File No. - 2872 10/16/85 EL PASO, TX A/C Reg. No. N23CD Time (Lc1) - 2301 CDT

---Probable Cause---

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

Factor(s) relating to this accident is/are finding(s) 1,4,5,7,8
**Brief of Accident**

**File No.** - 2923  
**Date** - 10/23/85  
**Location** - PORT O'CONNOR, TX  
**A/C Reg. No.** - N376EH  
**Time (Lcl)** - 0900 CDT

--- **Basic Information** ---
- **Type Operating Certificate** - ON-DEMAND AIR TAXI
- **Name of Carrier** - ERA HELICOPTERS, INC.
- **Type of Operation** - NON SCHED, DOMESTIC, PASSENGER
- **Flight Conducted Under** - 14 CFR 135
- **Accident Occurred During** - LANDING

--- **Aircraft Information** ---
- **Make/Model** - BELL 206B
- **Landing Gear** - SKID
- **Max Gross Wt.** - 3200
- **No. of Seats** - 4
- **Eng Make/Model** - ALLISON 250-C20
- **Number Engines** - 1
- **Engine Type** - TURBOSHAFT
- **ELT Installed/Activated** - YES-UNK/NR
- **Max Gross Wt.** - 3200
- **No. of Seats** - 4
- **ELT Installed/Activated** - YES-UNK/NR
- **Eng Make/Model** - ALLISON 250-C20
- **Number Engines** - 1
- **Engine Type** - TURBOSHAFT
- **ELT Installed/Activated** - YES-UNK/NR
- **Max Gross Wt.** - 3200
- **No. of Seats** - 4

--- **Environment/Operations Information** ---
- **Weather Data**
  - **Wx Briefing** - NO RECORD OF BRIEFING
  - **Visibility** - 20.0 SM
  - **Lowest Sky/Clouds** - CLEAR
  - **Obstructions to Vision** - NONE
  - **Condition of Light** - DAYLIGHT
  - **Wind Dir/Speed** - CALM
  - **Basic Weather** - VMC
  - **Lowest Ceiling** - NONE
  - **Precipitation** - NONE
  - **ATC/Airspace** - N/A
  - **Type of Flight Plan** - NONE
  - **Type Apch/Lndg** - NONE

--- **Personnel Information** ---
- **Pilot-In-Command**
  - **Certificate(s)/Rating(s)**
    - **Biennial Flight Review**
    - **Flight Time (Hours)**
      - **Current** - UNK/NR
      - **Total** - 2769
      - **Last 24 Hrs** - 7
      - **Months Since** - UNK/NR
      - **Make/Model** - 452
      - **Last 30 Days** - UNK/NR
      - **Aircraft Type** - UNK/NR
      - **Instrument** - 82
      - **Last 90 Days** - 228
      - **Rotorcraft** - 2769
- **Medical Certificate** - VALID MEDICAL-NO WAIVERS/LIMIT

--- **Narrative** ---
THE ACFT ROLLED OVER AFTER A FORCED LNDG DUE TO LOSS OF POWER. THE ENG LOST ABOUT 60 PERCENT OF ITS POWER DURING CRUISE AT ABOUT 250 FT AGL. POST ACC INSPECTION SHOWED THAT FUEL LINE P/N 685481 B-NUT HAD BACKED OFF THE FUEL CONTROL END OF LINE 250C20 IPC. THE LAST MAJOR ENG MAINTENANCE WAS A TURBINE CHANGE ON 3/3/85. THE LAST HEAVY INSPECTION WAS ON 10-11-85. THE ACFT FLEW 47.5 HRS AFTER THAT INSPECTION BEFORE THIS FUEL LINE DISCONNECTION.
Brief of Accident (Continued)

File No. - 2923  10/23/85  PORT O'CONNER, TX  A/C Reg. No. N376EH  Time (Lct) - 0900 CDT

Occurrence #1  LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation  CRUISE - NORMAL
Finding(s)
1. FUEL SYSTEM, FUEL CONTROL - DISABLED
2. FUEL SYSTEM, LINE - DISCONNECTED

Occurrence #2  FORCED LANDING
Phase of Operation  DESCENT - EMERGENCY
Finding(s)
3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3  ROLL OVER
Phase of Operation  LANDING - FLARE/TOUCHDOWN

---Probable Cause---

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

**File No. - 2869  10/26/85 ARLINGTON, TX  A/C Reg. No. N704MA  Time (Lcl) - 1500 CST**

---Basic Information---
- **Type Operating Certificate:** NONE (GENERAL AVIATION)
- **Accident Occurred During:** LANDING
- **Type of Operation:** PERSONAL
- **Aircraft Damage:** SUBSTANTIAL
- **Fire:** IN FLIGHT
- **Crew:** Pass
- **Injuries:**
  - Fatal: 0
  - Serious: 0
  - Minor: 0
  - None: 1

---Aircraft Information---
- **Make/Model:** CESSNA 150M
- **Landing Gear:** TRICYCLE-FIXED
- **Max Gross Wt:** 1600
- **No. of Seats:** 2
- **Eng Make/Model:** CONTINENTAL 0-200-A
- **Number Engines:** 1
- **ELT Installed/Activated:** UNK/NR
- **Stall Warning System:** YES
- **Engine Type:** RECIPROCATING-CARBURETOR

---Environment/Operations Information---
- **Weather Data:**
  - Wx Briefing: NO RECORD OF BRIEFING
  - Method: N/A
  - Completeness: N/A
  - Basic Weather: VMC
  - Wind Dir/Speed: UNK/NR
  - Visibility: UNK/NR
  - Lowest Sky/Clouds: UNK/NR
  - Lowest Ceiling: UNK/NR
  - Obstructions to Vision: UNK/NR
  - Precipitation: UNK/NR
  - Condition of Light: DAYLIGHT
- **Itinerary:**
  - Last Departure Point: ARLINGTON, TX
  - Destination: LOCAL
  - Type of Flight Plan: NONE
  - Type of Clearance: NONE
  - A/C/Airspace: STRAIGHT-IN
  - Runway Ident: DIRT
  - Runway Lth/Wfd: SOFT
  - Runway Surf.: ROUGH
  - Runway Status: N/A
  - Runway Lth/Wfd: N/A
  - Runway Surf.: DIRT
- **Type Apch/Lndg:** STRAIGHT-IN ROUGH

---Personnel Information---
- **Pilot-In-Command:**
  - Certificate(s)/Rating(s): STUDENT
  - Age: UNK/NR
  - Biennial Flight Review: N/A
  - Medical Certificate: UNK/NR
  - Siennial Flight Review: N/A
  - Flight Time (Hours): N/A
  - Total: UNK/NR
  - Last 24 Hrs: UNK/NR
  - Make/Model: UNK/NR
  - Last 30 Days: UNK/NR
  - Instrument: O
  - Last 90 Days: UNK/NR
  - Multi-eng: O
  - Rotorcraft: O

- **Instrument Rating(s):** NONE

---Narrative---

PAGE 202
Occurrence #1  AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation  CRUISE
Finding(s)
  1. ELECTRICAL SYSTEM - BURNED
  2. ELECTRICAL SYSTEM - UNDETERMINED

Occurrence #2  LOSS OF POWER
Phase of Operation  CRUISE
Finding(s)
  3. UNDETERMINED

Occurrence #3  FORCED LANDING
Phase of Operation  DESCENT - EMERGENCY

Occurrence #4  NOSE OVER
Phase of Operation  LANDING - ROLL
Finding(s)
  4. TERRAIN CONDITION - SOFT

---Probable Cause---

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

File No. - 2924 11/01/85 AUSTIN,TX A/C Reg. No. N3091C Time (Lcl) - 1043 CST

---Basic Information---
Type Operating Certificate - NONE (GENERAL AVIATION)
Aircraft Damage
SUBSTANTIAL

Type of Operation - PERSONAL
Fire

Flight Conducted Under - 14 CFR 91
Crew

Accident Occurred During - DESCENT
NONE

---Aircraft Information---
Make/Model - BEECH K35
Eng Make/Model - CONTINENTAL IO-470-C

Landing Gear - TRICYCLE-RETRACTABLE
Number Engines - 1

Max Gross Wt - 2900
Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4
Rated Power - 260 HP

---Environment/Operations Information---
Weather Data
WX Briefing - TV WX

Method - TV/RADIO

Completeness - PARTIAL,LMTD BY PILOT

Basic Weather - VMC

Wind Dir/Speed - 040/011 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - SCATTERED

Obstructions to Vision - NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary
Last Departure Point - BAGTOWN,TX

Destination - AUSTIN,TX

Airport Proximity - OFF AIRPORT/STRIP

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - GO AROUND

---Personnel Information---
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE

Age - 40

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Biennial Flight Review
Current - YES

Flight Time (Hours)
Total - 511

Flt Time Last 24 Hrs - UNK/NR

Make/Model - 251

Last 30 Days - UNK/NR

Aircraft Type - UNK/NR

Last 90 Days - UNK/NR

Instrument - 10

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

---Narrative---
<table>
<thead>
<tr>
<th>Occurrence #1</th>
<th>Occurrence #2</th>
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<tbody>
<tr>
<td><strong>Phase of Operation</strong></td>
<td><strong>Phase of Operation</strong></td>
</tr>
<tr>
<td>LOSS OF CONTROL - IN FLIGHT</td>
<td>IN FLIGHT COLLISION WITH TERRAIN</td>
</tr>
<tr>
<td>APPROACH - GO-AROUND (VFR)</td>
<td>DESCENT - UNCONTROLLED</td>
</tr>
</tbody>
</table>

**Finding(s)**
1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. STALL - UNCONTROLLED - 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
Occurrence #1
Loss of power (total) - Non-Mechanical
Phase of Operation: Maneuvering
Finding(s):
1. Fluid, Fuel - Water

Occurrence #2
Phase of Operation: Forced Landing
Finding(s):
2. Airspeed - Not Maintained - Pilot in Command
3. Misc Rotorcraft, Tail Boom - Separation

Occurrence #3
Phase of Operation: Hard Landing
Finding(s):

---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. - 2894  11/08/85  MONAHANS, TX  A/C Reg. No. N58320  Time (Lcl) - 1445 CST

---Basic Information---
Type Operating Certificate - NONE (GENERAL AVIATION) 
Aircraft Damage 
Injuries

- SUBSTANTIAL Fire Crew 0 1 0 0
- Serious Pass 0 0 0 0

Type of Operation - OTHER WORK USE 
Flight Conducted Under - 14 CFR 91 
Accident Occurred During - DESCENT

---Aircraft Information---
Make/Model - HUGHES 269C 
Landing Gear - SKID 
Max Gross Wt - 2050 lb 
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-D1A 
Number Engines - 1 
Engine Type - RECIP-FUEL INJECTED
ELT Installed/Activated - NO -N/A 
Stall Warning 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 - 210/012 KTS 
Visibility - 20.0 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 - SAME AS ACC/INC 
ATC/Airspace - N/A 
Type of Flight Plan - NONE 
Type of Clearance - NONE 
Type Apch/Lndg - NONE

Airport Proximity - OFF AIRPORT/STRIP 
Airport Data 
Runway IDENT - N/A 
Runway Lth/Wid - N/A 
Runway Surface - N/A 
Runway Status - N/A

---Personnel Information---
Pilot-In-Command 
Certificate(s)/Rating(s) - 
Age - 45 
Biennial Flight Review - YES 
Current Flight Time (Hours) - 
Total - UNK/NR 
Last 24 Hrs - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT 
Make/Model - UNK/NR 
Last 30 Days - UNK/NR 
Last 90 Days - UNK/NR

- Instrument Rating(s) - NONE 
- Multi-Eng - UNK/NR 
- Rotorcraft - UNK/NR

---Narrative---
THE HELICOPTER WAS BEING USED TO HERD CATTLE WHEN THE ACCIDENT OCCURRED. THE HELICOPTER CONTACTED 3 POWER LINES AND DESCENDED UNCONTROLLED TO GROUND IMPACT.
Brief of Accident (Continued)

File No. - 2894  11/08/85  MONAHANS, TX  A/C Reg. No. N58320  Time (Lcl) - 1445 CST

Occurrence #1  IN FLIGHT COLLISION WITH OBJECT
Phase of Operation  MANEUVERING
Finding(s)
1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2  LOSS OF CONTROL - IN FLIGHT
Phase of Operation  MANEUVERING

Occurrence #3  IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation  DESCENT - UNCONTROLLED

--- Probable Cause ---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2, 3
NTSB AAB-87/01 Aircraft Accident Briefs-
Brief Format, U.S. Civil and
Foreign Aviation, Calendar
Year 1985 - Issue Number 15